

77 02056

CITY OF RIPON
GENERAL PLAN



CITY of RIPON

P.O. BOX 727 • PHONE 599-2108 • RIPON, CALIFORNIA 95366

MAYOR —
Edmund F. Feichtmeir

VICE MAYOR —
Bert J. Hubers

COUNCILMEN —
Hart Laurence, Jr.
John Van Unen
Albert De Hoog

CITY ATTORNEY —
Rolla L. Garretson

CITY ENGINEER —
Robert W. Siegfried

CITY ADMINISTRATOR
CITY CLERK —
Clarence Smit

May 3, 1977

Jack Leister, Head Librarian I.G.S.
University of California, Berkley
109 Moses Hall
Berkley, California 94720

Dear Sir:

Enclosed as per your request of April 29, 1977, is a copy of the City of Ripon General Plan.


The Housing Element of the General Plan was recently approved and is presently being printed. I will forward a copy to you when we receive them.

Very Truly Yours

Roy Van Dorst

Administrative Assistant

enc.



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PREPARED BY GERALD L. KING, CITY AND REGIONAL PLANNING CONSULTANT, FRESNO, CALIFORNIA 1959-60

L Ripon City Council

City planning Ripon

77 02056

G E R A L D L . K I N G

P L A N N I N G C O N S U L T A N T

JUNE 8, 1960

RIPON PLANNING COMMISSION
RIPON, CALIFORNIA

MEMBERS OF THE COMMISSION:

THIS REPORT PRESENTS THE RIPON GENERAL PLAN IN THE FORM APPROVED FOR PUBLICATION BY THE RIPON CITY COUNCIL AND THE RIPON PLANNING COMMISSION. THIS REPORT INCLUDES THE PLAN AS DETERMINED BY A YEAR OF RESEARCH AND FACT FINDINGS WHICH HAVE BEEN USED TO SET FORTH POLICIES, STANDARDS AND RECOMMENDATIONS.

THE GENERAL PLAN REPORT CONSIDERS TWO ELEMENTS: THE EVALUATION OF PRESENT CONDITIONS AND PROPOSALS FOR FUTURE DEVELOPMENT, BASED UPON THE GOALS AND PRINCIPLES FOR THE COMMUNITY. THE GENERAL PLAN PROVIDES A UNIFORM GUIDE FOR THOSE GOVERNING THE COMMUNITY TO FOLLOW. IT IS NECESSARY THAT THE CITIZENS OF RIPON BE ACQUAINTED WITH THE PLAN SO THAT THEY CAN SUPPORT ITS IMPLEMENTATION SUCCESSFULLY.

IT HAS BEEN A PLEASURE TO HAVE WORKED WITH YOU AND I WISH YOU CONTINUED SUCCESS IN YOUR EFFORTS.

RESPECTFULLY SUBMITTED,

Gerald L. King
GERALD L. KING

410 ABBY SUITE E FRESNO 1, CALIFORNIA

• AM 6-3101 •

CL 1-5310 •

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HISTORY

THE CITY OF RIPON HAS A BACKGROUND THAT IS RICH IN HISTORICAL FACT LIKE SO MANY OF THE COMMUNITIES OF CALIFORNIA. AGRICULTURE IS THE BASIC INDUSTRY OF THE STATE, OCCUPYING A KEY POSITION IN ITS ECONOMIC STRUCTURE. IN THE 1870'S, CALIFORNIA BECAME THE SECOND WHEAT STATE IN THE UNION. IN ADDITION TO THE SUDDEN DECLINE IN STOCK RAISING, AFTER THE GREAT DROUGHT, THERE WERE OTHER BASIC CAUSES FOR THE RAPID RISE OF WHEAT. RATES FOR SHIPMENT BY WATER WERE LOW. WHEAT WAS A STAPLE COMMODITY IN INTERNATIONAL TRADE AND IT COULD BE SHIPPED LONG DISTANCES WITHOUT DETERIORATION. THE HUGE BONANZA WHEAT FARMS BECAME THE OUTSTANDING FEATURE OF THE EIGHTIES. THE CENTRAL VALLEY BECAME A WORLD GRANARY.

THE COUNTY OF SAN JOAQUIN WAS CREATED FEBRUARY 18, 1850 AND WAS ONE OF THE ORIGINAL 27 COUNTIES OF THE STATE. THE MEANING OF THIS NAME HAS A VERY ANCIENT ORIGIN AND REFERS TO THE PARENTAGE OF MARY, THE MOTHER OF CHRIST. ACCORDING TO TRADITION, JOACHIM SIGNIFIES "WHOM JEHOVAH HATH APPOINTED" AND HENCE THE BELIEF THAT JOAQUIN, THE SPANISH SPELLING OF JOAQUIM, WAS THE FATHER OF MARY. IN 1813, LIEUTENANT MOROGA, COMMANDING AN EXPEDITION IN THE LOWER GREAT CENTRAL VALLEY OF CALIFORNIA GAVE TO A SMALL RIVULET, WHICH SPRINGS FROM THE SIERRA NEVADA MOUNTAINS AND EMPTIES INTO THE BUENA VISTA LAKE IN RIVER FORM, THE NAME OF SAN JOAQUIN, AND IT IS FROM THIS THAT THE PRESENT RIVER DERIVED ITS NAME, WHICH IN TURN BAPTIZED THE COUNTY WITH THE SAME.

"WHEN I CAME TO SAN JOAQUIN COUNTY IN THE YEAR 1870, THEY WERE BUILDING THE FIRST RAILROAD THROUGH THE VALLEY SOUTHEAST. AT THAT TIME, THE PRESENT SITE OF RIPON WAS THE END OF THE RAILROAD. A CREW OF MEN WERE CONSTRUCTING THE RAILROAD BRIDGE ACROSS THE STANISLAUS RIVER, ONE MILE SOUTHEAST OF THE SWITCH AT THAT TIME. BENJAMIN AND CLARA FREDERICK RIGGED UP A COOKHOUSE OUT OF BRUSH AND SERVED MEALS TO THE MEN BUILDING THE BRIDGE. THEY WERE THE ONLY INHABITANTS IN THE PRESENT SITE OF RIPON AT THAT TIME, EXCEPT A POPULATION OF GROUND SQUIRRELS, JACK RABBITS, AND A FEW OF THE BADGER FAMILY IN THE FALL AND WINTER MONTHS. THE WILD GESE AND DUCKS CAME DOWN FROM THE NORTH BY THE MILLIONS AND GARNERED THE GRAIN THAT THE FARMERS HAD SCATTERED ON THE GROUND DURING THEIR HARVEST. THE LAND WAS ALL FARMED TO WHEAT AND BARLEY AT THAT TIME, BY PERRY YAPLE, ISAAC KOCH, AND WM. HUGHES, ALL PIONEERS OF THE LOCALITY, EACH ONE OF THEM OWNING LAND THAT IS NOW IN THE SO-CALLED CITY LIMITS OF RIPON, CONSISTING OF ONE MILE SQUARE."

...FROM REMARKS BY MR. FRANK HUTCHINSON IN THE RIPON RECORD ENTITLED "RIPON HISTORY IN THE EARLY DAYS."

THE HISTORY OF RIPON DATES BACK TO 1857 WHEN A SETTLER NAMED W. H. HUGHES TOOK UP A PRE-EMPTION CLAIM. HUGHES OWNED THE LAND WHERE RIPON IS NOW LOCATED. WHEN THE RAILROAD CAME THROUGH IN 1872, HE GAVE THEM A RIGHT-OF-WAY AND A DEPOT SITE. THE COMPANY ERECTED A SMALL STATION AND NAMED IT STANISLAUS STATION. FOR SOME TIME STANISLAUS CITY, AS SOME CALLED IT, WAS THE TERMINUS OF THE ROAD THEN BEING BUILT TO FRESNO. THE NUCLEUS OF THE TOWN WAS STARTED IN 1874, WHEN A MAN NAMED A. B. CROOKS CAME FROM SAN DIEGO AND STARTED A STORE. NOT PLEASED WITH THE NAME STANISLAUS CITY, HE RENAMED IT RIPON AFTER HIS BIRTHPLACE IN WISCONSIN. CROOKS WAS AN ENTERPRISING FELLOW AND HE HAD THE POST OFFICE ESTABLISHED THERE IN 1875 UNDER THE NAME OF RIPON AND WAS APPOINTED POSTMASTER. RIPON AT THIS TIME, CONSISTED OF A HOTEL, BLACKSMITH SHOP, A SCHOOL, TWO WAREHOUSES AND FOURTEEN HOMES. THE FIRST BRICK BUILDING WAS ERECTED IN 1886 BY PERRY YAPLES, ANOTHER OF THE EARLY SETTLERS. THE GENERAL METHOD OF CROSSING THE STANISLAUS RIVER IN THE EARLY DAYS WAS BY MEANS OF THE TAYLOR FERRY, WHICH WAS LOCATED AT THE AUSTIN ROAD, AND ALSO MURPHY'S FERRY LOCATED OPPOSITE PERRY YAPLE'S ORIGINAL HOUSE AND BETWEEN THE CADY HOUSE AND THE KOCH HOUSE ON THE RIVER.

THE FIRST SCHOOL WAS THE CROW SCHOOL, STARTED IN RIPON IN 1862, AND IT WAS LOCATED ABOUT TWO MILES FROM THE TOWN. RIPON UNION HIGH SCHOOL OPENED ON SEPTEMBER 1, 1910, IN THE ODD FELLOWS HALL ABOVE MCKEE AND REYNOLDS STORE. STUDENTS CAME FROM MANTECA AND ESCALON BEFORE EITHER OF THOSE TOWNS HAD HIGH SCHOOLS. ON APRIL 22, 1911 AND AGAIN ON JUNE 1, 1911, BOND ISSUES FAILED TO CARRY FOR A NEW BUILDING BUT LATER A HOLDING COMMITTEE WAS FORMED TO ACQUIRE AND HOLD LAND FOR SCHOOL AND A TEMPORARY BUILDING WAS ERECTED. ON JUNE 1, 1916 A THIRD BOND ISSUE WAS PASSED AND THE BUILDING OF THE HIGH SCHOOL WAS STARTED AUGUST 1, 1916. IN REGARD TO THE DETAILS OF THE "HOLDING COMMITTEE" IT HAS BEEN STATED THAT MR. A. J. NOURSE ACTUALLY BOUGHT THE LAND AND HELD IT.

THE HISTORY OF RIPON'S AGRICULTURAL AND INDUSTRIAL DEVELOPMENT HAS BEEN A VARIED ONE AND EXTENDS APPROXIMATELY OVER HALF A CENTURY. ABOUT 1912, RIPON WAS A RAILROAD STOP FOR THE PURPOSE OF TRANSPORTING GRAIN. AT THIS TIME THE COMMUNITY RELIED MAINLY UPON DRY FARMING FOR ITS SUPPORT. THE CHARACTER OF RIPON CHANGED WHEN EARLY IN 1914 WATER BEGAN TO FLOW THROUGH THE SOUTH SAN JOAQUIN IRRIGATION DISTRICT DITCHES AND MADE POSSIBLE THE UTILIZATION OF A LARGE AREA OF SANDY SOILS IN THE VICINITY OF MANTECA,

ESCALON AND RIPON. EXTENSIVE PLANTINGS OF WATERMELONS AND A VARIETY OF TRUCK CROPS WERE FOLLOWED SHORTLY BY VINEYARDS AND ORCHARDS.

SOMEWHERE AROUND 1916 THE FIRST HOLLAND SETTLERS CAME, ATTRACTED BY THE RICH FARM LANDS. THESE WERE MAINLY IMMIGRANTS FROM THE NETHERLANDS, WHO SOON WROTE TO THEIR FAMILIES IN THE "OLD COUNTRY" AND ENCOURAGED THEM TO JOIN THE GROUP HERE. THIS SMALL GROUP OF FAMILIES AND SINGLE MEN BUILT THE FIRST "HOLLAND CHURCH" --OFFICIALLY THE NAME OF THE CHURCH WAS THE FIRST REFORMED CHURCH OF RIPON, CALIFORNIA. THAT BUILDING STILL STANDS AND IS NOW IN USE AS THE RIPON CITY HALL. THE STEADY INFLUX OF PEOPLE OF HOLLAND DESCENT HAS CONTINUED THROUGH THE YEARS, BRINGING NOT ONLY IMMIGRANTS DIRECTLY FROM THE NETHERLANDS, BUT ALSO HOLLANDERS WHO HAD SETTLED FIRST IN OTHER AREAS OF THE UNITED STATES AND CANADA.

THE YEARS BETWEEN 1920 AND 1930 BROUGHT PROGRESSIVE DEVELOPMENT. THE RIPON FIRE DISTRICT WAS FORMED, MEYENBERG BROS. BUILT THE FIRST MILK PLANT IN THE COMMUNITY AND IN 1925 THE RIPON SANITARY DISTRICT WAS FORMED. THE DISTRICT PURCHASED 45 ACRES OF SEWER DISPOSAL LAND NEAR THE STANISLAUS RIVER, SOUTH OF TOWN, WITH A \$30,000 BOND ISSUE.

MEYENBERG BROS. BUILT A SECOND MILK PLANT AND THE ORIGINAL PLANT WAS SOLD TO THE PET MILK COMPANY. THEN NESTLE CO. PURCHASED THE PLANT AND MOVED FROM SALIDA IN 1929. IN 1930 MEYENBERG CAME BACK AND BUILT THE PLANT NOW OPERATING ON STOCKTON STREET. THESE WERE THE DEPRESSION YEARS AND DURING THIS TIME THE W.P.A. PUT IN CURBS AND GUTTERS IN THE CITY AND BUILT AN ADDITIONAL INDUSTRIAL SEWER LINE.

THE PERIOD OF 1930 TO 1940 SAW A CONTINUED SLOW GROWTH OF THE CITY, ESPECIALLY WITH THE COMING OF MORE HOLLAND SETTLERS. AS THEIR NUMBER INCREASED ANOTHER CHURCH AND A PRIVATE HIGH SCHOOL WAS ADDED TO THEIR EDUCATIONAL AND RELIGIOUS FACILITIES.

1940 TO 1950 SAW CONSIDERABLE CHANGES IN THE CIVIC STRUCTURE OF RIPON. IN 1944 THE RIPON COUNTY WATER DISTRICT WAS FORMED AND THE WATER COMPANY WAS PURCHASED FROM THE NOURSE ESTATE AT A COST OF \$32,000. THIS MONEY WAS BORROWED FROM THE BANK OF AMERICA TO BE PAID BACK FROM REVENUE INCOME.

THE CITY OF RIPON WAS INCORPORATED IN 1945, WITH THE CHAMBER OF COMMERCE AS THE LEADING SPONSORS AND FINANCIAL BACKERS, AND ATTORNEY ROBERT BLEWETT AS LEGAL ADVISOR. THE AREA INCORPORATED COMPRISED ABOUT ONE SQUARE MILE. THE PRINCIPLE OBJECT OF INCORPORATION WAS TO GET POLICE PROTECTION AND TO OPERATE THE WATER COMPANY AND TO EXPAND THE SANITARY DISTRICT. A FIVE MAN COUNCIL WAS ELECTED; C. B. TAWNEY, J. THEIMANN, G. S. TORNELL, H. MADSEN AND W. SCHUT. MR. H. MADSEN WAS ELECTED BY THE COUNCIL TO BE

THE FIRST MAYOR. THE WATER DISTRICT VOTED TO HAVE THE CITY OPERATE THE WATER COMPANY AND MR. L. S. BRADY WAS HIRED AS CITY CLERK.

THE RIPON IMPROVEMENT CLUB, WHICH HAD PURCHASED THE FIRST "HOLLAND CHURCH" BUILDING, DONATED THE BUILDING TO THE CITY AS A MEMORIAL TO THOSE WHO HAD SERVED THEIR COUNTRY DURING WORLD WAR II.

FOLLOWING WORLD WAR II, THE RIPON LIONS CLUB INAUGURATED A DRIVE FOR PUBLIC SUBSCRIPTION TO BUILD THE RIPON MEMORIAL LIBRARY BUILDING. WHEN COMPLETED, THIS BUILDING WAS DEDICATED TO ALL THE SERVICE MEN FROM THE RIPON AREA WHO SERVED IN THE ARMED FORCES DURING WORLD WAR II. THIS LIBRARY IS PART OF THE COUNTY PUBLIC LIBRARY SYSTEM.

ON DECEMBER 17, 1953 THE CITY GOVERNMENT WAS CHANGED TO A CITY ADMINISTRATOR TYPE WITH MR. L. S. BRADY NAMED AS THE FIRST CITY ADMINISTRATOR. MR. BRADY SERVED UNTIL MAY 5, 1957 WHEN MR. ARTHUR N. CLEMENS REPLACED HIM AS CITY ADMINISTRATOR.

THE STABILITY OF THE EARLIEST SETTLERS HAS REMAINED A CHARACTERISTIC OF THE COMMUNITY OF RIPON. ITS GROWTH HAS BEEN SLOW BUT STEADY, THE POPULATION HAS INCREASED FROM APPROXIMATELY 700 IN 1930 TO APPROXIMATELY 2,000 AT THIS PRESENT TIME. THE PEOPLE OF RIPON HAVE HELPED ENSURE THE PROGRESS OF THEIR COMMUNITY BY RECOGNIZING THE NEEDS OF GROWTH BY PROVIDING FAVORABLE LIVING CONDITIONS, ADEQUATE SCHOOLS AND CONTINUALLY IMPROVING THEIR PUBLIC FACILITIES. RIPON HAS THE NECESSARY ELEMENTS FOR A SUCCESSFUL COMMUNITY, NAMELY: THE GENEROUSLY ENDOWED PHYSICAL FEATURES, GOOD LAND, GOOD CLIMATE AND GOOD WATER RESOURCES AND A CITIZENRY INTERESTED SUFFICIENTLY IN THE PROGRESS OF THEIR COMMUNITY TO BE RESPONSIBLE FOR IT.

PHYSICAL FEATURES

GEOGRAPHY

THE CITY OF RIPON LIES ABOUT 17 MILES SOUTH OF STOCKTON AND 9 MILES NORTHWEST OF MODESTO ON THE SOUTHERN BORDER OF THE SAN JOAQUIN COUNTY IN A BROAD AGRICULTURAL VALLEY. SITUATED ON THE VALLEY FLOOR BETWEEN TWO MOUNTAIN RANGES, THE SIERRA NEVADAS ON THE EAST AND THE COAST RANGE ON THE WEST, RIPON IS SERVED BY THE GOLDEN STATE HIGHWAY 99 AND THE MAIN LINE OF THE SOUTHERN PACIFIC RAILROAD. THESE TWO MAIN ARTERIES OF TRANSPORTATION PARALLEL EACH OTHER DIRECTLY THROUGH RIPON. THE CITY LIMITS COVER ABOUT ONE SQUARE MILE, ENCOMPASSING ABOUT 362 ACRES. LOCATED ABOUT THREE-FOURTHS OF

A MILE SOUTHEAST OF THE CITY IS THE STANISLAUS RIVER. JUST BEYOND THE CITY LIMITS THE COUNTRY OPENS UP INTO FERTILE AGRICULTURAL AND DAIRYING LANDS.

CLIMATE

THE CLIMATE OF RIPON IS TYPICAL OF CALIFORNIA'S INTERIOR VALLEYS WITH WARM DRY SUMMER PERIOD AND FALL AND WINTER MONTHS OF INTERMITTENT RAIN AND CLEAR WEATHER SOMETIMES ACCOMPANIED BY FROST. THIS CLIMATE IS A NATURAL FACTOR FAVORING INDUSTRY AS WELL AS AGRICULTURE. THE MILD WINTERS AND PLEASANTLY WARM SUMMERS PROMOTE THE GROWTH OF ALL TYPES OF AGRICULTURE AND ARE NEVER SEVERE ENOUGH TO HALT PRODUCTION OR CAUSE A LOSS OF WORK TIME. THE YEARLY AVERAGE OF 13.6 C INCHES OF RAINFALL IS SO WELL DISTRIBUTED OVER THE FALL, WINTER AND SPRING MONTHS THAT A PROLONGED OR SEVERE STORM IS EXTREMELY UNCOMMON. THE YEARLY MEAN TEMPERATURE IS $53\frac{1}{2}^{\circ}$ FROM NOVEMBER TO MAY AND $72\frac{1}{2}^{\circ}$ FROM MAY TO NOVEMBER. THIS IS AN AVERAGE AND DURING THE HOT SUMMER MONTHS THE TEMPERATURE MAY RISE TO 108° . THE PREVAILING WIND IS FROM THE NORTH-NORTHWEST AND AVERAGES 7 MILES AN HOUR VELOCITY. YEARLY MEAN AVERAGE RELATIVE HUMIDITY OF 55° MAKES LIFE HERE VERY PLEASANT. NO PROBLEMS WITH AIR POLLUTION HAVE YET BEEN ENCOUNTERED. THE AVERAGE GROWING SEASON FOR THE VALLEY AREA IS 275 DAYS.

DRAINAGE

THE STANISLAUS RIVER OCCUPIES THE POSITION OF BEING THE MAIN DRAINAGE ARTERY BETWEEN RIPON AND THE MODESTO AREA.

FLOODING

BECAUSE OF THE NATURAL SLOPE OF THE LAND TO THE STANISLAUS RIVER THE COMMUNITY OF RIPON HAS HAD LITTLE FLOODING PROBLEM. THERE IS ONE SMALL AREA AROUND THE HIGH SCHOOL WHICH FLOODS, BUT ONLY DURING PERIODS OF HEAVY RAINFALL FOR LONG PERIODS OF TIME. THIS IS DUE TO THE EXISTING SEWER LINES NOT BEING LARGE ENOUGH AND CAN BE CORRECTED WHEN THE CITY HAS NEW TRUNK LINES PUT IN.

WATER

BECAUSE OF THE YEARLY RAINFALL AVERAGE AND THE EXCELLENT IRRIGATION SYSTEM, THE WATER SUPPLY IN THE RIPON AREA IS NO PROBLEM. WATER FOR INDUSTRIAL PURPOSES IS AVAILABLE AT DEPTHS VARYING FROM ONE HUNDRED TO THREE HUNDRED FEET. THE WATER IS SUITABLE FOR INDUSTRIAL PROCESSING REQUIRING CONDENSING WATER OR BOILER FEEDWATER USE TO 13½ GRAINS PER GALLON HARDNESS AND RESPONDS READILY TO SOFTENING OR TREATMENT WHEN NECESSARY. THE CITY OF RIPON OPERATES A DOMESTIC WATER SYSTEM WHICH SERVES PART OF THE INDUSTRIAL AREA AND FACILITIES WILL BE EXPANDED AS CONSUMER DEMANDS INCREASE.

SOILS

THE RIPON AREA IS WELL ENDOWED WITH GOOD SOILS FOR AGRICULTURE. THERE DOES NOT SEEM TO BE ANY PROBLEMS WITH EITHER DRAINAGE OR EROSION. THE FOLLOWING CHART GIVES A RATING OF SOILS AND THE BEST USES FOR SUCH SOIL. THIS SOIL RATING IS MADE BY THE UNITED STATES DEPARTMENT OF AGRICULTURE. IT IS KNOWN AS THE STORIE INDEX AND IS A SYSTEM OF RATING SOILS ACCORDING TO THEIR ABILITY TO PRODUCE CROPS AS EXPRESSED THROUGH THE INHERENT CHARACTERISTICS OF THE SOIL. ECONOMIC FACTORS SUCH AS DISTANCES TO MARKETS OR THE YIELDS OF CROPS AS AFFECTED BY WEATHER CONDITIONS ARE NOT CONSIDERED.

SOIL RATINGS AND PRINCIPLE USES FOUND IN RIPON AREA

SOIL SYMBOL & TYPE	RATING	PRINCIPLE USE
MEDIUM TEXTURED SOILS RESTING ON HARDPAN OR HARDPAN LIKE SUBSTRATURN.....		
(A-9) 60 DINUBA SANDY LOAM	60	LADINA AND OTHER FIELD CROPS
(A-9) 61	70	ALFALFA AND OTHER FIELD CROPS
MEDIUM TEXTURED SOIL HAVING DEEP PERMEABLE SUB SOILS		
(A-1) 8 HANFORD SANDY LOAM (FINE)	100	MANY FIELD AND ORCHARD CROPS
(A-2) 10 HANFORD SANDY LOAM	95	MANY FIELD AND ORCHARD CROPS
(A-1) 2 COLUMBIA FINE SANDY LOAM	90-95	BRUSH PASTURE (BECAUSE OF FLOODING DURING HIGH WATER)
LIGHT SANDY SOIL HAVING DEEP PERMEABLE SUB SOILS		
(A-5) 47 HANFORD SANDY LOAM	76-80	ALFALFA AND GRAPES

POPULATION

THE TREMENDOUS GROWTH OF POPULATION IN CALIFORNIA IS A WELL KNOWN FACT. THE POPULATION FOR CALIFORNIA IN 1940 WAS 6,907,387. IN 1950 IT WAS 10,586,223. THE LATEST OFFICIAL ESTIMATE FOR 1959 SHOWS A FIGURE OF 15,200,000.

WHILE SAN JOAQUIN COUNTY HAS NOT FELT THIS TREMENDOUS INFLUX AS HEAVILY AS SOME OTHER COUNTIES, IT DOES RANK 14th IN POSITION OF POPULATION IN THE STATE AS COMPARED TO STANISLAUS COUNTY WHICH RANKS 18th. THE POPULATION OF STANISLAUS COUNTY WAS 127,231 IN 1950 AND 150,300 IN 1959. IN 1950 THE POPULATION OF SAN JOAQUIN COUNTY WAS 200,750 AND 243,300 IN 1959.

RIPON HAS SHOWN A CONTINUED UPWARD CLIMB IN POPULATION. THE 1930 CENSUS SHOWED A POPULATION OF 700, THE 1940 CENSUS WAS 1060, 1950 INDICATED 1550 AND IN AUGUST 1959 A PLANNING SURVEY WAS TAKEN AND SHOWED A POPULATION OF 2,332 IN THE INCORPORATED AREA OF RIPON AND A POPULATION OF 1,089 IN A ONE MILE RADIUS SURROUNDING THE CITY OF RIPON.

THE PLANNING SURVEY FOUND VARIOUS OTHER FACTORS CONCERNING POPULATION. THE AVERAGE FAMILY CONTAINS 3.89 PERSONS, WHEREAS THE NATIONAL AVERAGE IS ONLY 3.3 PERSONS PER FAMILY. THE POPULATION DENSITY IN THIS REPORT REFERS TO THE NUMBER OF PERSONS PER RESIDENTIAL ACRE WHICH INCLUDES RESIDENTIAL STREETS, ALLEYS AND VACANT RESIDENTIAL LAND. THE DENSITY IN RIPON IS 11.65 PERSONS PER ACRE OR ABOUT 3 FAMILIES PER ACRE. THIS IS LOW COMPARED TO THE PRESENT DAY STANDARDS. THE CAUSE OF THIS IS IN THE RIPON AREA WHERE THERE IS UNUSED RESIDENTIAL LAND. THE MAJORITY OF THE CITY OF RIPON HAS BEEN DESIGNED WITH ALLEYS AND GRIDIRON STREET PATTERN. THIS IS NOT GOOD LAND ECONOMICS.

ECONOMIC STRUCTURE

THE BASIS ECONOMY OF RIPON IS A COMBINATION OF AGRICULTURE AND INDUSTRY. THE NATURAL FACILITIES OF GOOD WATER SOURCES, GOOD SOIL AND CLIMATE MAKE DIVERSIFIED FARMING POSSIBLE AND THIS INTENSIVE AGRICULTURE MAKES POSSIBLE RELATED BUSINESSES AND INDUSTRIES.

EMPLOYMENT STATISTICS TAKEN FROM THE PLANNING SURVEY INDICATE THAT OF THOSE EMPLOYED, 25% WERE EMPLOYED IN INDUSTRY, 21% IN AGRICULTURE, 37% IN BUSINESS OF WHICH 29% WERE SELF-EMPLOYED, AND 18% OF THE POPULATION WERE RETIRED. THE SURVEY

ALSO SHOWED THAT 68% OF THE FAMILIES HAVE ONLY ONE WAGE EARNER PER FAMILY, AND 14% HAVE MORE THAN ONE PERSON PER FAMILY EMPLOYED. ACCORDING TO THE SURVEY THE AVERAGE SALARY RANGE WAS BETWEEN \$4,000 AND \$6,499. THE FOLLOWING PERCENTAGES INDICATE THE SALARY RANGE OF PERSONS EMPLOYED IN THE COMMUNITY OF RIPON.

17%	.....	INCOME OF \$2,000 AND LESS
22%	.....	INCOME OF \$2,000 TO \$3,999
40%	.....	INCOME OF \$4,000 TO \$6,499
15%	.....	INCOME OF \$6,500 TO \$7,500
6%	.....	INCOME OF \$7,500 TO \$10,000

LAND USE

CHARACTERISTICS

IT IS EVIDENCED BY THE GENERAL LAND USE MAP THAT RIPON HAS SOME OF THE TYPICAL PROBLEMS FOUND IN MANY COMMUNITIES THAT ARE PARTLY BISECTED BY A MAJOR FREEWAY AND RAILROAD. THIS BISECTION DICTATES TO AN EXTENT THE PATTERN OF DEVELOPMENT. THE STREETS RUN AT A 45° ANGLE TO THE RAILROAD AND FREEWAY FORMING WHAT IS REFERRED TO AS A "GRID" PATTERN. IT IS THIS POINT OF INTERSECTION OF TWO PATTERNS OF ADVERSE DIRECTION WHERE THE GREATEST PROBLEMS ARISE, ESPECIALLY IN TRAFFIC BOTH LOCAL AND TRANSIT. SOME DISPERSEMENT OF COMMERCIAL AND LIGHT INDUSTRY HAS OCCURRED ALONG THE FREEWAY AND RAILROAD. IT CAN BE SAFELY STATED THAT THE COMMUNITY HAS KEPT ITSELF INTACT WITH A LAND USE VACANCY OF ONLY 12.60% OF THE TOTAL LAND USED WITH THE GREATEST AMOUNT OF VACANT LAND WITHIN THE CITY LIMITS FOUND IN THE NORTH SIDE OF THE COMMUNITY, RIPONA. THE PLANNING COMMISSION AND THE FORMER PLANNING CONSULTANT SHOULD BE COMMENDED FOR HOLDING THE LAND USES IN AN ORGANIZED PATTERN. IN MANY COMMUNITIES FEW OR NO CONTROLS ARE PLACED ON WHAT AN INDIVIDUAL MIGHT DO WITH HIS PROPERTY. FOR EXAMPLE, WITHOUT KNOWLEDGE OF THE CONSEQUENCES A PERSON MIGHT PROMOTE WHAT WOULD CONSTITUTE AN UNDESIRABLE USE IN A SECTION OF TOWN WHICH WOULD BE BEST FOR RESIDENTIAL USE. THIS COULD RESULT IN PORTIONS OF LOW VALUE, VACANT LAND REMAINING BETWEEN THE HOUSES AND THE UNDESIRABLE USE. THIS HAS OCCURRED IN PARTS OF RIPONA AND CERTAIN AREAS ALONG THE SOUTHERN PACIFIC RAILROADS RIGHT-OF-WAYS AND IN THAT AREA BETWEEN PINE STREET, ACACIA AND THE SOUTHERN PACIFIC RIGHT-OF-WAY. PLANNING AND ZONING CAN KEEP THE LAND WELL ORGANIZED AND WELL DEVELOPED.

RIPON LAND USE - GENERALIZED (INSIDE CITY LIMITS)

<u>RESIDENTIAL</u>.....32.80%	<u>PUBLIC & SEMI-PUBLIC</u>....11.70%	<u>COMMERCIAL</u>....3.64%
VACANT..... 9.70%	VACANT.....0	VACANT..... .95%
STREETS.....20.40%	<u>INDUSTRIAL</u> 5.40%	<u>RAILROADS</u>.....4.51%
ALLEYS..... 1.45%	VACANT..... 2.90%	<u>HIGHWAYS</u>.....7.80%

RESIDENTIAL

APPROXIMATELY 225.50 ACRES OR 65% OF RIPON'S 362 ACRES IS BEING USED FOR RESIDENTIAL PURPOSES. THIS IS HIGH COMPARED TO OTHER COMMUNITIES. THE MAJORITY OF RESIDENTIAL LAND IS SINGLE FAMILY HOMES.

COMMERCIAL

COMMERCIAL DEVELOPMENT IN RIPON COVERS SLIGHTLY MORE THAN 16.69 ACRES WHICH REPRESENT 4.69% WITHIN THE CITY LIMITS. THIS IS LOW COMPARED TO OTHER COMMUNITIES. THE COMMERCIAL AREA IS SUFFICIENTLY CONTAINED WITHIN THE DOWNTOWN CORE AND IS WELL RELATED TO THE CIVIC CENTER AREA. THE PLANNING SURVEY INDICATED THAT A TREMENDOUS COMMERCIAL POTENTIAL IS BEING LOST TO THE OTHER NEARBY COMMUNITIES DUE TO LACK OF SHOPPING FACILITIES IN RIPON. THIS LACK OF ADEQUATE SHOPPING MEANS NOT ONLY AN INCONVENIENCE TO THE SHOPPERS, BUT ALSO A LOSS OF PROSPERITY TO BUSINESSMEN AND OF TAX REVENUE TO THE COMMUNITY. THE SURVEY INDICATED THAT WHILE 75% OF THE RESIDENTS SHOPPED FOR GROCERIES IN RIPON, ANOTHER 25% SHOPPED IN NEARBY COMMUNITIES, 14% SHOPPED FOR CLOTHING IN RIPON AND 86% SHOPPED ELSEWHERE, FOR FURNITURE AND APPLIANCES 22% SHOPPED IN RIPON AND 78% SHOPPED ELSEWHERE. THIS IS A GOOD INDICATION THAT THE COMMERCIAL DEVELOPMENT OF RIPON IS NOT REALIZING ITS FULL POTENTIAL.

INDUSTRIAL

RIPON IS NOT LACKING IN INDUSTRIAL LAND. 19.56 ACRES IN USES, MAKING UP 5.40% AND 10.83 ACRES VACANT MAKING UP 2.98% OF THE COMBINED INDUSTRIAL LAND IN USE OR

AVAILABLE EQUALS 30.39 ACRES WHICH REPRESENTS 8.38% OF THE TOTAL 362 ACRES WITHIN THE CITY LIMITS. JUST SOUTHWEST OF THE CITY OF RIPON A NEW PAPER PLANT WILL TAKE UP 220 ACRES WHEN IN FULL OPERATION.

THE INDUSTRIAL LAND THAT HAS BEEN DEVELOPED HOLDS A UNIQUE POSITION OF HAVING BEEN DEVELOPED IN A WELL CONTAINED AREA. THE RAILROAD AND HIGHWAY HAD MUCH TO DO WITH THE ESTABLISHMENT OF THIS INDUSTRIAL AREA. THERE ARE A FEW SCATTERED INDUSTRIAL AREAS, SMALL PARCELS WHICH THROUGH A CONCENTRATED EFFORT COULD BE RELOCATED IN ONE GENERAL INDUSTRIAL AREA.

PUBLIC AND SEMI-PUBLIC

THE LAND USED FOR SCHOOLS, PARKS, CHURCHES, CIVIC CENTER, LIBRARIES, FIRE STATIONS, CEMETERIES, ETC., AMOUNTS TO 42.76 ACRES WHICH REPRESENT 11.70% OF THE TOTAL 362 ACRES WITHIN THE CITY LIMITS.

THIS IS ABOUT AVERAGE FOR COMMUNITIES OF THIS SIZE, HOWEVER, THIS AMOUNT OF LAND WOULD ORDINARILY BE DIVIDED BETWEEN PUBLIC PLAYGROUNDS OR PARKS AND THE SCHOOL FACILITIES. BUT DUE TO THE FACT THAT THERE WAS LAND NEEDED FOR DUPLICATION OF SCHOOLS, ALL THE LAND REPRESENTING THIS 11.70% HAS BEEN USED FOR THESE FACILITIES.

VACANT OR UNDEVELOPED

UNDEVELOPED LAND CONTRIBUTES LITTLE TO THE ECONOMY OF A COMMUNITY. THIS IS BECAUSE THE COMMUNITY IS NOT REALIZING THE REVENUE THAT WOULD BE DERIVED FROM THE TAXES THAT WOULD BE PAID IF IMPROVEMENTS WERE PLACED UPON THE LAND. RIPON'S RESIDENTIAL VACANT LAND REPRESENTS 35.86 ACRES. THIS TOTAL UNUSED LAND REPRESENTS 13.63% OF THE TOTAL LAND WITHIN THE CITY LIMITS. THIS IS A LOW VACANCY FACTOR COMPARED WITH OTHER COMMUNITIES. HOWEVER, THIS IS STILL A CONSIDERABLE AMOUNT OF LAND ON WHICH THE CITY IS NOT COLLECTING TAXES THAT WOULD BE AVAILABLE IF THE LAND WERE IMPROVED.

THE ADVANTAGES OF PLANNED LAND DEVELOPMENT IS BROUGHT KEENLY INTO FOCUS BY THIS EXAMPLE: IF VACANT LAND LIES ADMIDST HOMES ITS POTENTIAL USE IS FOR HOMES, IF IT LIES BETWEEN TWO COMMERCIAL ENTERPRISES ITS USE WOULD MOST LIKELY BE COMMERCIAL, BUT IF IT LIES WITHIN MIXED USES IT OFTEN LOSES ITS POTENTIAL VALUE. THUS, BOTH

THE OWNER OF THE LAND AND THE COMMUNITY IN WHICH IT LIES, FAIL TO REALIZE THE FULL VALUE OF THE LAND.

STREETS

STREETS AND THE HIGHWAY PLAY AN IMPORTANT TRANSPORTATION ROLE FOR THE CITY OF RIPON. WITHIN THE CITY LIMITS ABOUT 27% OF THE LAND IS USED FOR STREETS AND ALLEYS. THE PLANNING COMMISSION SHOULD CONCERN ITSELF WITH THE AMOUNT OF LAND USED FOR STREETS WHICH SHOULD BE KEPT AT A WORKABLE MINIMUM. (SEE STANDARDS)

AGRICULTURAL

WITHIN A HALF-MILE RADIUS OF RIPON THE LAND OPENS UP INTO LARGE AGRICULTURAL AREAS. BECAUSE OF THE EXCELLENT WATER SOURCES AND THE EXCELLENT SOIL, BOTH FIELD AND ORCHARD CROPS ARE GROWN IN FULL PRODUCTIVITY. THIS PRODUCTIVITY SHOULD BE INSURED BY THE LAND BEING HELD FOR AGRICULTURAL PURPOSES. THERE IS ADEQUATE LAND TO SUSTAIN THE AGRICULTURAL INTEREST AND YET ALLOW AMPLE ACREAGE FOR THE INDUSTRY THAT IS COMING INTO THE RIPON AREA.

PUBLIC FACILITIES SCHOOLS

THERE ARE TWO INSTITUTIONS SERVING THE YOUNG PEOPLE IN AND AROUND THE COMMUNITY. THEY ARE THE PUBLIC HIGH AND ELEMENTARY SCHOOL SYSTEM AND THE CHRISTIAN SCHOOL SYSTEM FOR BOTH ELEMENTARY AND SECONDARY GRADES.

THE PUBLIC SCHOOL NOW SERVE THE RIVER, ATLANTA, SAN JOAQUIN AND RIPON DISTRICTS, WHILE THE CHRISTIAN SCHOOL NOT ONLY SERVES THE SAME DISTRICTS BUT OTHER COMMUNITIES SUCH AS MODESTO, MANTECA, STOCKTON, RIVERBANK AND OAKDALE AND SALIDA. PRESENT ENROLLMENT FOR THE CHRISTIAN SCHOOL IS 411 FOR THE ELEMENTARY AND 126 FOR THE HIGH SCHOOL. THE PUBLIC SCHOOL ENROLLMENT IS 498 FOR THE ELEMENTARY AND 288 FOR THE HIGH SCHOOL.

PARKS AND RECREATION

A CITY PARK AND RECREATIONAL AREA OF APPROXIMATELY $3\frac{1}{2}$ ACRES IS BEING ESTABLISHED AT THE CORNER OF FOURTH AND LOCUST STREETS. THIS IS A MUCH NEEDED FACILITY TO PROVIDE AN AREA OF RECREATION AND RELAXATION IN ADDITION TO THE LIMITED USE OF THE SCHOOL FACILITIES. THERE ARE NO COMMERCIAL RECREATION FACILITIES SUCH AS THEATERS, BOWLING ALLEYS, ETC. IN OPERATION BUT THERE WAS MUCH INDICATION FROM THE PLANNING SURVEY THAT SUCH FACILITIES WOULD BE USED AND ENJOYED.

LOCATED A FEW MILES SOUTHWEST OF RIPON IS CASWELL STATE PARK. THIS PARK WILL BE COMPOSED OF 258 ACRES AND WILL HAVE 24,000 FT. OR A LITTLE OVER 4 MILES OF RIVER FRONTAGE. THE COMPLETE DEVELOPMENT OF THE PARK WILL PROBABLY TAKE 7 YEARS. AT THE PRESENT TIME THE COUNTY IS RESURFACING THE AUSTIN ROAD WITH PLANS TO CONTINUE ON UP TO HIGHWAY #99 NEXT YEAR. WHEN COMPLETED, IN 20 YEARS OR SO, THIS PARK WILL ACCOMMODATE APPROXIMATELY 124,000 PEOPLE A YEAR WITH 150 OVERNIGHT CAMP SITES, GROUP AREA SET-UP FOR APPROXIMATELY 500 PEOPLE IN THE PICNIC AREA, 100 UNITS IN THE INDIVIDUAL FAMILY PICNIC AREA. VERY LIKELY RIPON WILL BENEFIT COMMERCIALY BY BEING A SERVICE AREA FOR THIS PARK.

OTHER FACILITIES

RIPON IS WELL SERVED WITH THE BASIC FACILITIES NECESSARY FOR THE OPERATION OF ANY CITY. INCLUDED ARE THE CITY WATER SYSTEM, THE SEWAGE DISPOSAL PLANT, THE FIRE AND POLICE STATIONS, THE CITY HALL AND POST OFFICE AND A JUDICIAL COURT. ALSO NUMEROUS CHURCHES AND A BRANCH OF BOTH THE SAN JOAQUIN COUNTY LIBRARY AND THE SAN JOAQUIN LOCAL HEALTH DISTRICT SERVES THE NEEDS OF THE COMMUNITY.

CIRCULATION

STATE HIGHWAYS

STATE HIGHWAY #99 PASSES THROUGH RIPON AND SERVES AS A MAIN ARTERY IN THE TRAFFIC SYSTEM. THE TRAFFIC VOLUME STUDIES INDICATE A PEAK OF 14,850 TO 15,900 VEHICLES PER DAY. THE MAIN PURPOSE OF HIGHWAY #99 IS TO SERVE THE PEOPLE TRAVELING NORTH AND SOUTH.

CITY TRAFFIC WAYS

AT PRESENT THE GREATEST TRAFFIC CARRIER IN RIPON IS MAIN STREET. IT IS IN THE DOWNTOWN AREA AND THE TRAFFIC COUNT SHOWED 2,208 CARS PER 24 HOURS (SEE TRAFFIC MAP) REPRESENTING SHOPPING TRAFFIC. STOCKTON STREET'S TRAFFIC COUNT SHOWED 1,760 CARS PER 24 HOURS, THE MAJORITY OF THIS TRAFFIC BEING INDUSTRIAL AND SOME RESIDENTIAL. THE RESIDENTIAL TRAFFIC COUNT SHOWED 240 CARS PER 24 HOURS AND LESS. (SEE TRAFFIC MAP)

RAILROADS

THE SOUTHERN PACIFIC RAILROAD SERVES AS THE MAIN LINE FOR RAIL SHIPPING IN RIPON. AT PRESENT, ALL FACILITIES SEEM ADEQUATE. SPUR LINES WILL BE EXTENDED WHEN NEEDED.

THE GENERAL PLAN

PURPOSE

A GENERAL PLAN IS THE INSTRUMENT USED TO GUIDE AND DIRECT THE ORDERLY GROWTH OF A COMMUNITY. GROWTH BRINGS ABOUT ALTERATIONS IN EVERY SITUATION AND A PLAN MEANS THE DIFFERENCE BETWEEN A BENEFICIAL CHANGE AND A CHANGE WHICH RESULTS IN DETERIORATION.

A GENERAL PLAN IS THE STATEMENT OF EXISTING CONDITIONS IN A COMMUNITY AND AN EVALUATION OF THESE CONDITIONS. IT IS THE STATEMENT OF THE GOALS AND PRINCIPLES OF A COMMUNITY AND THE PROPOSALS NECESSARY TO CARRY THEM OUT.

THE MOST IMPORTANT BENEFIT DERIVED FROM A GENERAL PLAN IS THAT A COMMUNITY RECEIVES FULL VALUE FROM ITS TAX DOLLAR. THE SERVICE FACILITIES AND UTILITIES ARE FINANCED BY TAXES. IF THE FACILITIES AND UTILITIES MUST BE DUPLICATED OR EXTENDED BEYOND THEIR NORMAL CAPACITY, AN ADDED EXPENDITURE MUST BE MADE FROM THE CITY'S REVENUE. WHEREAS, IF PROPER PLANNING WERE USED, THIS MONEY COULD BE USED FOR SOME OTHER MORE BENEFICIAL FACILITY. THE RAPID GROWTH OF CALIFORNIA'S POPULATION HAS CREATED MANY PROBLEMS THAT WERE UNFORESEEABLE WHEN MOST OF OUR COMMUNITIES WERE LAID OUT. THE CITIES AND TOWNS WERE LAID OUT WITH CONCERN ONLY FOR THE PRESENT AND TO SERVE A SOCIETY MUCH DIFFERENT FROM THE ONE WE LIVE IN TODAY. MODES OF TRAVEL, ESPECIALLY THE AUTOMOBILE, HAS COMPLETELY CHANGED OUR WAY OF LIVING AND THE FACILITIES NEEDED. QUITE SIMPLY, THE COMMUNITY SUITABLE FOR OUR FOREFATHERS IS NOT FUNCTIONAL FOR US.

ANOTHER IMPORTANT PURPOSE OF A GENERAL PLAN IS THAT IT GIVES A UNIFORM GUIDE FOR THOSE GOVERNING THE COMMUNITY TO FOLLOW. BEFORE A COMMUNITY HAS A PLAN, IT IS NECESSARY FOR EACH MAN ON THE GOVERNING BOARD TO MAKE DECISIONS CONCERNING THE DEVELOPMENT OF THE CITY ON HIS OWN BASIC THINKING. BECAUSE THE PERSONNEL OF THE GOVERNING BOARD IS EVER CHANGING, THERE ARE MANY INDIVIDUALS MAKING DECISIONS BASED ON INDIVIDUAL THINKING. IT IS HERE THAT A PLAN, MADE TO SERVE A COMMUNITY FOR MANY YEARS, WOULD BE HELPFUL TO GUIDE MANY DIFFERENT MEN IN MAKING DECISIONS AND FORMING POLICIES. THE PLAN MUST BE FLEXIBLE BECAUSE IT IS IMPOSSIBLE FOR ALL FACTORS OF PROGRESS TO BE ANTICIPATED. THE PLAN HELPS THE GOVERNING BODIES TO WORK TOGETHER TO REACH DECISIONS THAT WILL BENEFIT THE COMMUNITY AS A WHOLE.

OBJECTIVES

THE OBJECTIVES OF THE GENERAL PLAN ARE:

1. TO PROVIDE THE CITIZENS WITH A COMFORTABLE, CONVENIENT AND ATTRACTIVE COMMUNITY.
2. TO PROMOTE AN ORDERLY PATTERN OF GROWTH, LAND USE, PUBLIC FACILITIES AND CIRCULATION.
3. TO PROVIDE A GUIDE WHICH WILL ESTABLISH A BASIS FOR ZONING, SUBDIVISION AND OTHER REGULATIONS FOR PROMOTING THE ORDERLY PHYSICAL DEVELOPMENT OF THE AREA.

GOALS

THE GOALS FOR COMMUNITY GROWTH ARE:

1. TO PROTECT THE EXISTING INVESTMENTS IN LAND AND IMPROVEMENTS IN THE COMMUNITY.
2. TO CREATE A HARMONIOUS PATTERN OF LAND USE, ACHIEVING A BALANCE BETWEEN THE LAND RESOURCES OF THE AREA AND THE SOCIAL AND ECONOMIC NEEDS OF THE PEOPLE.
3. TO ENCOURAGE A MORE VARIED AND DIVERSIFIED ECONOMIC BASE FOR THE COMMUNITY.
4. TO PROVIDE FOR AN EFFICIENT AND ECONOMICAL CIRCULATION PATTERN BY INTEGRATING SUCCESSFULLY THE LOCAL STREET PATTERN WITH THE MAJOR HIGHWAY SYSTEM.
5. TO PROTECT THE AGRICULTURAL LAND SO THAT IT CAN CONTINUE TO PROVIDE A SOUND ECONOMIC BASE FOR THE COMMUNITY.
6. TO PROTECT AND PROCURE AREAS OF OPEN LAND FOR THE FUTURE NEEDS OF THE COMMUNITY.

PRINCIPLES

TO CARRY OUT THE OBJECTIVES OF THE PLAN, CERTAIN PRINCIPLES MUST BE APPLIED. FOLLOWING IS A LIST OF SUCH PRINCIPLES OR STANDARDS WITH SPECIAL APPLICATION TO THE RIPON AREA.

1. NEIGHBORHOOD SERVICE AREAS

RESIDENTIAL AREAS SHOULD BE FORMED INTO NEIGHBORHOOD SERVICE AREAS. EACH SERVICE AREA IS SERVED BY ONE ELEMENTARY SCHOOL AND ONE NEIGHBORHOOD PARK. IT MAY CONTAIN A SMALL SHOPPING CENTER OF A NEIGHBORHOOD TYPE FOR CONVENIENT GOODS ONLY. THE NEIGHBORHOOD'S SMALL SHOPPING AREAS WOULD BE CONTAINED IN THE NEIGHBORHOOD UNIT ONLY AFTER THE COMMUNITY HAS REACHED A POPULATION OF 5,000 TO 7,000. THE REASON FOR THIS IS THAT IN A COMMUNITY OF 5,000 TO 7,000 POPULATION, THE

DISTANCE TO THE COMMERCIAL AND BUSINESS AREA IS NOT TOO GREAT, THEREFORE NOT INCONVENIENT FOR THE SHOPPER. THE AREA IS SERVED WITHIN BY LOCAL STREETS AND BOUNDED BY MAJOR OR COLLECTOR STREETS. WHERE HIGHWAYS, FREEWAYS, OR RAILROADS BOUND THESE AREAS, THERE SHOULD BE PROPER SCREENING OF NOISE BY LANDSCAPING AND SERVICE ROADS. IN ADDITION TO EACH NEIGHBORHOOD'S FACILITIES THE COMMUNITY SHOULD ALSO HAVE A CITY PARK, MORE COMPLETE SHOPPING FACILITIES, A HARD-CORE (DOWNTOWN BUSINESS AREA) A FIRE-STATION, A LIBRARY AND CHURCHES. BESIDES THE CIRCULATION FACILITIES IN THE SERVICE AREA, THE COMMUNITY MIGHT HAVE HIGHWAYS OR PERHAPS FREEWAYS AT ITS BORDERS.

2. COMMERCIAL AREAS

THE COMMERCIAL AREA IS THAT AREA WHICH CONTAINS THE CENTRAL BUSINESS DISTRICT (HARD-CORE AREA) AND THERE ARE CERTAIN CHARACTERISTICS GENERALLY FOUND IN A SUCCESSFUL COMMERCIAL AREA. BUILDINGS SHOULD BE IN A CENTRAL GROUP WITH THE CIVIC CENTER ADJACENT TO OR CONNECTED TO THE CENTRAL BUSINESS DISTRICT. THERE SHOULD BE AMPLE OFF-STREET PARKING TO PROVIDE EASY ACCESS TO ANY PART OF IT. THERE SHOULD BE LANDSCAPED PEDESTRIAN WALKING AREA CONNECTING THE PARKING AREAS AND THE COMMERCIAL BUILDINGS.

TWO COMMERCIAL CENTERS SHOULD BE PROVIDED:

- (A) CENTRAL BUSINESS DISTRICT - MAJOR SHOPPING FACILITIES, ENTERTAINMENT, CENTRAL RETAIL AREA, FINANCIAL DISTRICT AND PROFESSIONAL OFFICES.
- (B) TRANSITIONAL COMMERCIAL - MOTELS, WHOLESALERS AND CERTAIN SPECIFIED RETAIL.

ADDITIONAL COMMERCIAL CENTERS

- (A) NEIGHBORHOOD - SHOPPING FACILITIES TO SERVE DAILY NEEDS FOR PEOPLE LIVING IN THAT SERVICE AREA. THE BASIC STORE IS USUALLY A SUPERMARKET. THESE FACILITIES SHOULD NOT BE STARTED UNTIL THE COMMUNITY HAS REACHED 5,000 TO 7,000 POPULATION.

3. INDUSTRIAL AREAS

SPECIFIC AREAS SHOULD BE SET ASIDE FOR HEAVY INDUSTRY OR INDUSTRY WHICH HAS SOME OBJECTIONABLE FEATURES. OTHER AREAS CLOSER TO RESIDENTIAL DISTRICTS SHOULD SERVE LIGHT INDUSTRIES. BOTH AREAS SHOULD HAVE ACCESS TO GOOD TRANSPORTATION FACILITIES, UTILITIES AND MAJOR STREETS. OFF-STREET PARKING SHOULD BE AVAILABLE AND LANDSCAPED BUFFER STRIPS PROVIDED.

4. CIRCULATION

HIGHWAYS AND FREEWAYS SHOULD HAVE ADEQUATE STANDARDS FOR CARRYING LARGE AMOUNTS OF
OUGH RAPID TRAFFIC. AT LEAST THREE STREET TYPES SHOULD BE PROVIDED, NAMELY: MAJOR,
LECTOR AND LOCAL. VARIATIONS OF STANDARDS SHOULD BE APPLIED AT EACH LEVEL FOR BUSINESS
AS AS COMPARED TO RESIDENTIAL AREAS.

- (A) MAJOR STREETS - SHOULD MOVE LARGE VOLUMES OF TRAFFIC BETWEEN VARIOUS PARTS
OF THE CITY AND TO AND FROM THE INTER-REGIONAL THOROUGHFARES.
- (B) COLLECTOR STREETS - SHOULD BE DESIGNED FOR SLIGHTLY SMALLER VOLUMES OF
TRAFFIC BUT WITH THE ABILITY TO CARRY SOMEWHAT GREATER AMOUNTS ON OCCASION.
- (C) LOCAL STREETS - SHOULD SERVE ONLY THOSE PEOPLE WITHIN EACH SERVICE AREA.
THEY SHOULD BE SO DESIGNED AS TO DISCOURAGE THEIR USE FOR "SHORT CUTS" OR
THROUGH TRAFFIC PURPOSES.

COMMERCIAL OR TRUCK TRAFFIC SHOULD BE PROVIDED WITH STREETS FREE FROM THE CONTINUAL
OF AUTOMOBILE TRAFFIC.

5. PUBLIC FACILITIES

- (A) PARKS - SHOULD BE PROVIDED AT ALL LEVELS OF RESIDENTIAL DEVELOPMENT AND ALSO
ON A CITY-WIDE BASIS. WHEREVER POSSIBLE, THE PARKS SHOULD BE COORDINATED
WITH THE SCHOOLS.
- (B) CIVIC CENTER - SHOULD CONTAIN ALL BUILDINGS CONNECTED WITH THE FUNCTION OF
CITY GOVERNMENT. OFF-STREET PARKING SHOULD BE PROVIDED. THE CIVIC CENTER
SHOULD BE ADJACENT TO OR CONNECTED TO THE CENTRAL BUSINESS DISTRICT.
- (C) SCHOOLS - ELEMENTARY SCHOOLS SHOULD BE PRIMARILY IN RESIDENTIAL AREAS AND
NO MAJOR THOROUGHFARES SHOULD BORDER THEM. HIGH SCHOOLS, HOWEVER, SHOULD
BE LOCATED NEAR MAJOR TRAFFIC CARRIERS, BUT NOT NECESSARILY ON MAJOR STREETS.
- (D) OTHER FACILITIES AND UTILITIES - SHOULD BE PROVIDED FOR VARIOUS USES. PRO-
JECTIONS OF POPULATION SHOULD SERVE AS A BASIS FOR IMPROVEMENTS AND ADDITIONS.

IONAL ASSUMPTIONS 1960

THE POPULATION OF CALIFORNIA IS NOW 15,600,000 AND BY 1980 THE POPULATION IS
IMATED TO BE 30,000,000. IT IS OBVIOUS THAT THIS INCREASE WILL PRESENT MANY
BLEMS. IT SEEMS NECESSARY WHILE PLANNING, WHETHER IT BE FOR A COMMUNITY, A CITY OR
EGION, TO FIRST UNDERSTAND THE OVER-ALL CONCEPTS AND PROBLEMS.

IN ORDER TO PLAN SUCCESSFULLY FOR RIPON, CONSIDERATION MUST FIRST BE GIVEN TO THE
ATIONSHIP OF RIPON TO THE OTHER COMMUNITIES NOT ONLY OF THE IMMEDIATE VICINITY BUT

ALSO TO THE GENERAL AREA OF THE STATE. THE MAJORITY OF THE POPULATION INFLUX HAS BEEN IN THE SOUTHERN AND NORTHERN METROPOLITAN AREAS, BUT THERE HAS BEEN A CERTAIN AMOUNT OF OVERFLOW TO THE GREAT CENTRAL VALLEY. AND THERE MUST CERTAINLY BE CONSIDERABLE MORE DUE TO THE FACT THAT THESE METROPOLITAN AREAS ARE EVEN NOW TERRIBLE OVERCROWDED. FOR INSTANCE, SAN FRANCISCO HAS OVERFLOWED INTO THE PENINSULA AREA AND FROM THERE TO THE SAN JOSE AND SACRAMENTO AREAS. AS OUR GREAT METROPOLITAN AREAS BECOME SATURATED, THE POPULATIONS MOVES ON AND WITH THIS POPULATION MUST COME ALL THE FACILITIES TO ACCOMMODATE IT, SUCH AS SCHOOLS, CHURCHES, HOUSING, SHOPPING, RECREATIONAL AND INDUSTRIAL.

LET US COMPARE DIFFERENT AREAS OF THE CENTRAL VALLEY SUCH AS THE FRESNO AREA AND THE STOCKTON, MANTECA AND RIPON AREA. FRESNO IS THE LARGE CITY AND HAS MANY SMALLER COMMUNITIES SURROUNDING IT. THE ECONOMY OF THE AREA IS AGRICULTURAL AND INDUSTRY PERTAINING TO AGRICULTURE. THE SMALLER COMMUNITIES HAVE LITTLE OR NO INDUSTRY AND SO THEY BECOME BEDROOM AND SERVICE COMMUNITIES.

BUT FOR THE STOCKTON, MANTECA AND RIPON AREA, THE SITUATION IS QUITE DIFFERENT BECAUSE OF THE INLAND WATER ROUTES FOR SHIPPING AND INDUSTRY. STOCKTON HAS CERTAIN DIVERSIFIED INDUSTRY, MANTECA HAS A SUGAR PLANT, RIPON HAS MILK PROCESSING PLANTS AND A PAPER PLANT IS TO BE CONSTRUCTED IN THE VERY NEAR FUTURE.

CERTAIN FACTS SEEM TO INDICATE THAT, BARRING ANY DRASTIC CHANGES IN OUR ECONOMIC STRUCTURE, SUCH AS A TOTAL WORLD CONFLICT, OR A MORE RAPID DEVELOPMENT OF TECHNOLOGY THAN PRESENT PROGRESS INDICATES, THE FOLLOWING ASSUMPTIONS CONCERNING THE RIPON AREA MAY BE MADE:

1. THAT THE ECONOMY WILL CONTINUE TO BE MAINLY AGRICULTURALLY BASED WITH INDUSTRY, PARTICULARLY THAT OF A NATURE RELATED TO AGRICULTURE, SUBSTANTIALLY SUPPORTING THIS ECONOMY.
2. THAT GOOD WATER RESOURCES WILL INSURE EXTENSIVE AGRICULTURAL PRODUCTIVITY. THE AVAILABILITY OF WATER WILL INSURE ANY INCREASED IMMIGRATION OF PEOPLE, COMMERCE AND INDUSTRY TO THE AREA.
3. DUE TO HIGH DENSITY OF POPULATION IN THE METROPOLITAN BAY AREA, A MORE RAPID INCREASE OF POPULATION WILL RESULT IN THE NORTHERN PART OF THE CENTRAL VALLEY.
4. THIS INCREASE OF POPULATION WILL REQUIRE AN INCREASE IN AGRICULTURAL PRODUCTION AND THE RELATED CONSUMER NEEDED INDUSTRIES.

REGIONAL ASSUMPTIONS

LAND USE

THE RICH SOIL OF THE VALLEY WILL CONTINUE TO BE THE ECONOMIC BASE. THE MOUNTAIN

AREAS ON THE EAST AND WEST SIDE OF THE VALLEY WILL PROVIDE A MAJOR PORTION OF THE RECREATIONAL NEEDS OF THE REGION.

POPULATION

IT IS ASSUMED THAT THE NUMBER OF PEOPLE AND AUTOMOBILES IN CALIFORNIA WILL CONTINUE TO INCREASE SHARPLY. THE FARM UNIT WILL INCREASE IN SIZE AND THE FARM POPULATION WILL CONTINUE TO DECLINE AS A PERCENT OF THE TOTAL POPULATION. INCREASE IN POPULATION AND ECONOMIC ACTIVITY IN CALIFORNIA FOR EACH CENSUS DECADE WILL CONTINUE TO EXCEED CORRESPONDING RATES OF INCREASE IN THE NATION BECAUSE OF THE CONTINUED NET MIGRATION INTO THIS STATE FROM OTHER AREAS IN THE UNITED STATES. THE CENTRAL VALLEY REGION WILL SOON BECOME A MAJOR RECIPIENT OF POPULATION INCREASES, EVEN BEFORE THE SATURATION OF LOS ANGELES AND SAN FRANCISCO METROPOLITAN AREAS. SAN JOAQUIN COUNTY'S PROJECTED POPULATION FOR 1980 WILL BE APPROXIMATELY 440,000.

CIRCULATION

DEEP WATER PORT, U.S. HIGHWAY #99, U. S. HIGHWAY #120 AT MANTECA AND STATE HIGHWAY #132 INTO MODESTO.

PUBLIC FACILITIES

MORE PARKS AND RECREATION AREAS WILL BE ESTABLISHED AT THE STATE AND COUNTY LEVEL. CASWELL STATE PARK IS NOW BEING DEVELOPED. ITS ULTIMATE DEVELOPMENT WILL BE COMPLETED IN ABOUT 7 YEARS. THIS PARK IS COMPOSED OF 258 ACRES.

THE NEED FOR ADEQUATE PARK AND RECREATIONAL AREAS HAS BEEN RECOGNIZED AS NECESSARY TO THE FULL PHYSICAL, SOCIAL AND MENTAL WELL-BEING OF THE INHABITANTS OF THE COMMUNITY.

ECONOMICS

THE ECONOMIC BASE OF THE RIPON AREA IS A COMBINATION OF AGRICULTURE AND INDUSTRY.

MANY OF THE INDUSTRIES ARE RELATED BY NATURE TO THE AGRICULTURAL FIELD. THE ADVANTAGES OF SUCH A BALANCE OF ECONOMICS ARE APPARENT BY THE HEALTHY CONDITION OF THE COMMUNITY'S ECONOMY AND THIS FACT WAS INDICATED IN THE PLANNING SURVEY.

THE SURVEY SHOWED THAT THE AVERAGE INCOME IN RIPON IS BETWEEN \$4,000 AND \$6,499 PER FAMILY PER YEAR. THE SURVEY SHOWED THAT 25% OF THE INCOME IS EARNED IN INDUSTRY, 21% IN AGRICULTURE OR RELATED FIELDS, 37% IN BUSINESS ACTIVITIES AND 18% RETIRED. THE AGRICULTURAL BASE IS SOUND DUE TO GOOD LAND AND GOOD WATER RESOURCES. AGRICULTURE WILL CONTINUE AS THE MAJOR ECONOMIC ACTIVITY IN THE REGION. THE ECONOMIC BASE WILL GRADUALLY BROADEN WITH THE LOCATING OF VARIED INDUSTRIAL TYPES IN THE AREA TO MEET THE DEMANDS OF AN INCREASED POPULATION.

POPULATION PROJECTIONS

GROWTH

POPULATION PROJECTION STUDIES INDICATE THE POPULATION OF SAN JOAQUIN COUNTY WILL INCREASE BY 196,700 IN THE NEXT 20 YEARS REACHING A TOTAL OF 440,000. AT PRESENT, ABOUT 63% OF THE PEOPLE RESIDE IN THE METROPOLITAN AREA AROUND STOCKTON AND THE REMAINING 37% THROUGHOUT THE REST OF SAN JOAQUIN COUNTY.

FURTHER STUDIES SHOW THAT ALMOST 100% OF THIS GROWTH WILL TAKE PLACE IN THE URBAN AREAS OR SMALL COMMUNITIES WITH LITTLE INCREASE IN THE RURAL AREAS. (THE CALIFORNIA DEPARTMENT OF FINANCE GIVES THE FIGURE OF 243,300 FOR THE PRESENT POPULATION OF SAN JOAQUIN COUNTY.)

FOR THE RIPON AREA THE PROJECTIONS SHOW THERE WAS A 51.42% INCREASE IN THE POPULATION BETWEEN THE YEARS 1930 AND 1940, AN INCREASE OF 48.11% BETWEEN THE YEARS 1940 AND 1950 AND A 50.46% INCREASE BETWEEN 1950 AND 1959. WITH THESE PERCENTAGES FOR THE ABOVE POPULATION, THE PROJECTIONS ARE PROBABLY SOMEWHAT CONSERVATIVE, ESPECIALLY IF THE CITY TAKES THE INITIATIVE TO APPLY THE PLAN AFTER ADOPTION. AN ACTIVE COMMUNITY FOLLOWING A GENERAL PLAN CAN FOSTER MANY NEW DEVELOPMENTS WHICH IN TURN CAN EASILY ENHANCE ITS PROPER GROWTH MANY TIMES.

CITY LIMITS OF RIPON

1930	780	CENSUS
1940	1060	CENSUS
1950	1550	CENSUS
1960	2332	PLANNING SURVEY & CENSUS TRACT DATA (AUGUST 1959)
1970	3498	
1980	5247	

METROPOLITAN AREA OF RIPON

1930	780	
1940	1060	
1950	1550	
1960	2332 + 1089 = 3421	PLANNING SURVEY & CENSUS TRACT DATA (AUGUST 1959)
1970	5131	
1980	7697	

LAND USE

THE RIPON PLANNING COMMISSION IS TO BE COMMENDED FOR THE EXCELLENT WORK IT HAS DONE BY HOLDING THE DIFFERENT LAND USES WITHIN THEIR SEPARATE AREAS, THUS MAINTAINING A HARMONIOUS DEVELOPMENT OF LAND USES. THE GENERAL PLAN, SEEMS AT FIRST GLANCE, TO FALL INTO PLACE USING THE SAME PATTERN AS THAT ALREADY ESTABLISHED. WHEN THE PLAN IS STUDIED, IT SHOULD BE NOTED THAT FIVE (5) MAJOR ELEMENTS MAKE UP THE GENERALIZED LAND USES, NAMELY: RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AGRICULTURAL AND THE PUBLIC AREAS.

GENERALLY, THE PLAN PROVIDED THREE (3) NEW AREAS OF PREDOMINATELY RESIDENTIAL USES, EACH BUILT AROUND AN ELEMENTARY SCHOOL (EITHER PUBLIC OR CHRISTIAN). THE PRESENT RIPON AND RIPONA RESIDENTIAL AREAS INDICATED ON THE GENERAL PLAN SHOULD CONTINUE TO FILL IN THE OPEN SPACES OF LAND. IN ADDITION, NEIGHBORHOOD RECREATION AREAS ARE PROVIDED IMMEDIATELY ADJACENT TO THE SCHOOLS WITH A CITY-WIDE PARK SYSTEM PROVIDED BETWEEN THE PRESENT CITY PARK AND THE RIVER. THE DOWNTOWN BUSINESS DISTRICT AND CIVIC CENTER ARE ALSO EXPANDED UPON AND IN ORDER TO TAKE CARE OF THE FUTURE NEEDS OF THE HIGH SCHOOL, MORE LAND HAS BEEN INDICATED. THE INDUSTRIAL LANDS HAVE BEEN ENLARGED AND ALSO LAND

HAS BEEN INDICATED AS A RESERVE FOR FUTURE INDUSTRIAL DEVELOPMENT. THE EXISTING PUBLIC FACILITIES, SUCH AS THE PRESENT SEWER FARM WILL REMAIN BUT WILL BE EXPANDED UPON IN THE FUTURE. THE OPEN AREAS ARE LEFT FOR INCREASED AGRICULTURAL OPERATIONS. THE CIRCULATION SYSTEM IS THE FRAMEWORK, WHICH SEPARATES ALL THE DIFFERENT ELEMENTS OF THE PLAN. EACH AREA HAS BEEN DESIGNED FOR ITS INDIVIDUAL USE ONLY AND FROM THIS ONE USE WILL COME ORDERLY DEVELOPMENT.

LIVING AREAS

THE POPULATION PROJECTION FOR 1980 FOR THE METROPOLITAN AREA OF RIPON IS OVER 7,000. THE PEOPLE HAVE BEEN PROVIDED WITH FOUR (4) VERY DISTINCT AREAS IN WHICH TO LIVE. THESE AREAS ARE CALLED NEIGHBORHOOD OR SERVICE AREAS.

JACKTONE SERVICE AREA

SERVICE AREA "A", WHICH WILL BE REFERRED TO IN THIS REPORT AS THE JACKTONE SERVICE AREA, IS CONFINED BY JACKTONE ROAD ON THE WEST AND WEST RIPON ON THE SOUTH. THE GROSS ACREAGE WITHIN THE AREA'S PERIMETER IS 151.50, TEN (10) ACRES FOR ELEMENTARY SCHOOL AND 3.50 ACRES FOR A NEIGHBORHOOD PARK. THIS LEAVES A GROSS ACREAGE OF 138 ACRES FOR RESIDENTIAL. THE RESIDENTIAL DEVELOPMENT ACREAGE COULD BE BROKEN INTO 35 ACRES OF HIGH DENSITY AND 103 ACRES OF MEDIUM DENSITY.

ROBERTS SERVICE AREA

SERVICE AREA "B", WHICH WILL BE REFERRED TO IN THIS REPORT AS THE ROBERTS SERVICE AREA, IS CONFINED BY VERA AVENUE ON THE EAST AND WEST RIPON ROAD ON THE NORTH. THE GROSS ACREAGE IN THE AREA'S PERIMETER IS 163.50 ACRES, TEN (10) ACRES FOR AN ELEMENTARY SCHOOL AND 3.50 ACRES FOR A NEIGHBORHOOD PARK, LEAVING 150.0 ACRES FOR RESIDENTIAL DEVELOPMENT. THE RESIDENTIAL DEVELOPMENT ACREAGE COULD BE BROKEN INTO 37 ACRES OF HIGH DENSITY AND 113 ACRES OF MEDIUM DENSITY.

RIVERSIDE SERVICE AREA

SERVICE AREA "C", WHICH WILL BE REFERRED TO IN THIS REPORT AS THE RIVERSIDE SERVICE AREA, IS CONFINED ON THE NORTH BY A NEWLY PROPOSED STREET CALLED SIXTH STREET AND ON THE EAST BY ACACIA AVENUE. THE GROSS ACREAGE WITHIN THE AREA'S PERIMETER IS 161.50 ACRES USING 30 ACRES FOR A CHRISTIAN HIGH SCHOOL AND PARK LEAVING 131.50 ACRES FOR RESIDENTIAL USE. THE RESIDENTIAL DEVELOPMENT ACREAGE COULD BE BROKEN INTO 32 ACRES OF LOW DENSITY AND 99.50 ACRES INTO MEDIUM DENSITY.

RIPON AND RIPONA SERVICE AREA

THOSE RESIDENTIAL NEIGHBORHOODS WITHIN THE CITY LIMITS OF RIPON AND RIPONA SHOULD CONTINUE TO FILL IN THE OPEN SPACES. BECAUSE THERE IS A LACK OF FACILITIES IN THE RIPONA AREA, IT WILL PROBABLY GROW AT A SLOWER PACE THAN THE RIPON AREA.

SCHOOLS

ELEMENTARY SCHOOL - PUBLIC

THE GENERAL TREND HAS BEEN AND WILL CONTINUE TO BE THAT THE POPULATION CONCENTRATES ITSELF AROUND COMMUNITIES. SINCE THIS IS SO, CERTAIN OF THE SCHOOL DISTRICTS SHOULD CONSOLIDATE TO BRING TO THEIR CHILDREN THE BEST EDUCATIONAL FACILITIES THEIR TAX DOLLARS CAN BUY.

THE RIVER DISTRICT SHOULD CONSOLIDATE WITH THE RIPON DISTRICT TO COMBINE FACILITIES. AT PRESENT, THERE ARE ABOUT 500 STUDENTS ATTENDING RIPON ELEMENTARY AND 85 STUDENTS AT RIVER. BY 1980, THE ELEMENTARY SCHOOL ENROLLMENT FOR RIPON MAY REACH 1,300 STUDENTS. THIS ENROLLMENT WOULD GIVE THE NEED FOR 2 (PLUS) SCHOOLS.

THE LOCATION FOR THE NEW ELEMENTARY SCHOOL AND PARK SITE SHOULD BECOME THE BASIS FOR NEW NEIGHBORHOODS. (SEE GENERAL PLAN FOR LOCATION) ANOTHER FACTOR THAT MUST BE CONSIDERED IS THAT BECAUSE RIPON IS IN THE HEART OF AN AGRICULTURAL AREA, MANY OF THE STUDENTS ARE TRANSPORTED IN FROM THE OUTLYING AREAS FOR BOTH THE PUBLIC AND CHRISTIAN SCHOOLS. IT IS UNDERSTOOD THAT SCHOOLS MUST BE LARGE ENOUGH IN LAND AREA AND CLASS ROOM FACILITIES TO ACCOMMODATE THESE STUDENTS FROM THE OUTLYING AREAS. HOWEVER, THE LOCATION OF THE SCHOOL IS BASED ON THE NEIGHBORHOOD UNIT FOR THE WALKING CHILDREN.

RIPON LAND ACREAGE

	1960		1980	
	EXISTING GROSS		PROPOSED GROSS	
RESIDENTIAL	225.50		517.50	WITHOUT PARKS AND SCHOOLS
			225.50	EXISTING
	225.50	TOTAL	743.00	TOTAL
COMMERCIAL	7.00	HARDCORE	12.00	MINIMUM SUPPORT
MOTELS, HIGHWAY SERVICES	9.69	OTHERS	9.00	SALES & SERVICES FOR FARM EQUIP- MENT, AUTOMOBILES & HIGHWAY SER- VICES
			14.69	EXISTING
	16.69	TOTAL	35.69	TOTAL (WHICH INCLUDES 3½ ACRE RESERVE)
INDUSTRIAL	30.39		264.00	
			30.39	EXISTING
	30.39	TOTAL	294.39	TOTAL
PUBLIC & SEMI-PUBLIC INSTITUTIONAL	42.76		104.00	FOR NEW SCHOOLS & PARKS, ADDED LAND FOR PRESENT HIGH SCHOOL, ADDED LAND FOR PRESENT SEWER FARM, CIVIC CENTER AREA
			42.76	EXISTING
	42.76	TOTAL	146.76	TOTAL
HIGHWAY	28.60		14.00	INTERCHANGE AND OVERPASS
			28.60	EXISTING
	28.60	TOTAL	42.60	TOTAL
RAILROAD	18.30		18.30	
	18.30	TOTAL	18.30	TOTAL
TOTAL ACREAGE IN USE	362.24		1,280.74	TOTAL PROPOSED ACREAGE

RESIDENTIAL DENSITIES

PERSONS PER NET RESIDENTIAL ACRE

LOW	0 - 8	PERSONS PER NET ACRE (2 FAMILIES/ACRE)
MEDIUM	8 - 18	PERSONS PER NET ACRE (2 TO 4 FAMILIES/ACRE)
HIGH	18 - 35	PERSONS PER NET ACRE (4 TO 8 FAMILIES/ACRE)

JACKTONE SERVICE AREA

GROSS ACRES	151.50		
ELEMENTARY SCHOOL.....	10.00	ACRES	MEDIUM DENSITY.....103 ACRES
NEIGHBORHOOD PARK.....	3.50	ACRES	HIGH DENSITY..... 35 ACRES

ROBERTS SERVICE AREA

GROSS ACRES	163.50		
ELEMENTARY SCHOOL.....	10.00	ACRES	MEDIUM DENSITY.....113 ACRES
NEIGHBORHOOD PARK.....	3.50	ACRES	HIGH DENSITY..... 37 ACRES

RIVERSIDE SERVICE AREA

GROSS ACRES	161.50		
CHRISTIAN HIGH SCHOOL & PARK..	30.00	ACRES	LOW DENSITY..... 32.ACRES
			MEDIUM DENSITY 99.50 ACRE

RIPON AND RIPONA SERVICE AREA

PRESENT GROSS RESIDENTIAL ACRES.....278.50

THIS AREA SHOULD CONTINUE TO FILL IN OPEN AREAS WITH SAME DENSITY

COMMERCIAL AREA

THE COMMERCIAL AREA IS THAT WHICH INCLUDES RETAIL BUSINESSES, WHOLESALE AND COMMERCIAL WAREHOUSE AREA, MOTELS, SERVICE STATIONS, PUBLIC ACCOUNTANTS AND PROFESSIONAL OFFICES, POST OFFICE, BANK, THEATER, IN FACT, ALL OF THE DIFFERENT FACILITIES ONE WOULD FIND IN A DOWNTOWN AREA AND ALONG THE STATE HIGHWAY. THIS ALSO INCLUDES STREETS, ALLEYS AND PARKING. THE TOTAL LAND NOW USED FOR COMMERCIAL AREA IN RIPON IS 16.69 GROSS ACRES. OF THIS AREA OF 16.69 ACRES, WE FIND 7.0 ACRES MAKING UP THE HARDCORE (DOWNTOWN SELLING AREA) LOCATED ALONG MAIN STREET BETWEEN STOCKTON AND ELM AVENUES, INCLUDING STREETS, ALLEYS, PARKING, ETC.

THE DETAILED SURVEY SHOWED THAT THERE IS APPROXIMATELY 3,411 POPULATION IN THE METROPOLITAN AREA OF RIPON NOW AND BY 1980 THIS POPULATION SHOULD BE IN THE NEIGHBORHOOD OF 7,674. THE KEY FACTOR IN PLANNING LAND FOR COMMERCIAL DEVELOPMENT IS THE PURCHASING POWER OF THE ANTICIPATED POPULATION.

FIRST, USING THE POPULATION OF 1960, THE CALCULATIONS SHOW THAT ONLY ABOUT 4.5 ACRES OF CONCENTRATED SHOPPING AREA AND PARKING WOULD BE NEEDED FOR MINIMUM SUPPORT. SECOND, USING THE POPULATION PROJECTION FOR 1980, THE CALCULATIONS SHOW THAT ABOUT 9 TO 12 ACRES OF CONCENTRATED SHOPPING AREA AND PARKING WOULD BE NEEDED FOR MINIMUM SUPPORT. WITH THESE TWO ASSUMPTIONS, AND CONSIDERING THE DOWNTOWN AREA, THE COMMERCIAL LAND IS NOT USED TO ITS FULLEST POSSIBILITIES. WHILE THE PLAN SHOWS NO DETAILED STUDY OF THE COMMERCIAL AREAS, CERTAIN SUGGESTIONS ARE PROPOSED.

1. THE COMMERCIAL AREA AND THE CIVIC CENTER (PRESENT CITY HALL AREA) IS IN ONE GENERAL LOCATION AND NOT SCATTERED ABOUT TOWN AS SO MANY COMMUNITIES ARE. THIS IS GOOD AND GIVES THE COMMUNITY A SOUND BASIS TO BUILD UPON. BECAUSE OF THE MOTORIST, TRAVELING HIGHWAY #99, THERE WILL ALSO BE CERTAIN BORDER-LINE COMMERCIAL SUCH AS MOTELS, SERVICE STATIONS, AND EATING ACCOMMODATIONS.

2. THE CONCERN OF BOTH THE CITY GOVERNMENT AND THE LOCAL BUSINESS MEN SHOULD BE FOR THE DOWNTOWN HARD-CORE AREA SUCH AS:

- (A) PROVIDING OFF-STREET PARKING BY FORMING PARKING DISTRICTS OR SOME SIMILAR ARRANGEMENT.
- (B) THE CONTINUATION OF ENFORCING HEALTH AND SAFETY CODES BY ELIMINATING OLD BUILDINGS THAT HAVE BECOME HAZARDOUS TO MAKE ROOM FOR NEW BUILDINGS OR PARKING AREAS.

- (c) TO KEEP THE DOWNTOWN HARD-CORE AREA INTACT BY IMPROVING IT WITH NEW MERCHANDISING TECHNIQUES. THE SHOPPER MUST BE PROVIDED WITH CONVENIENT, PLEASANT SURROUNDINGS. A MALL IS PROPOSED FOR THE CENTRAL BUSINESS DISTRICT. CERTAIN STREETS MAY HAVE TO BE CLOSED SO THAT THE PEDESTRIAN CAN REPLACE THE SPACE PREVIOUSLY TAKEN BY THE AUTOS. THE PEDESTRIAN CAN THEN SHOP IN A LEISURELY MANNER. STUDIES IN OTHER CITIES HAVE PROVEN THAT MALLS IN CONJUNCTION WITH PERIMETER PARKING LOTS IN THE CENTRAL BUSINESS DISTRICTS HAVE RESULTED IN INCREASED SALES. WHERE NO OFF-STREET PARKING IS AVAILABLE, TRAFFIC CONGESTION AND LACK OF CONVENIENT PARKING SPACES OFTEN FORCE THE SHOPPER TO LEAVE THE AREA WITHOUT SHOPPING.
- (d) NO SHOPPING CENTER OTHER THAN THE CENTRAL BUSINESS DISTRICT IS RECOMMENDED AT THIS TIME. IN SOME NEIGHBORHOOD SERVICE AREAS THE SUPERMARKET IS THE BASIC STORE, BUT UNTIL THE POPULATION GROWS BEYOND THE 1980 FIGURE, THE DOWNTOWN CORE SHOULD CONTAIN THE MAJOR SHOPPING FACILITIES AND SHOULD BE IMPROVED AND REJUVENATED TO PROVIDE MORE ADEQUATE SHOPPING FACILITIES.
- (e) BEFORE ANY CONSTRUCTION OF ANY KIND OCCURS IN THE CENTRAL BUSINESS DISTRICT, A DETAILED STUDY AND PLAN FOR THE AREA SHOULD BE DONE. THERE ARE TWO LINES OF ACTION THAT CAN BE FOLLOWED, ONE IS URBAN RENEWAL AND THE OTHER IS AN IMPROVEMENT ASSOCIATION FORMED BY THE BUSINESSMEN IN THE AREA. IN SOME COMMUNITIES A COMBINATION OF THESE TWO PROGRAMS HAS BEEN MOST SUCCESSFUL.

INDUSTRIAL AREAS

AS WITH RESIDENTIAL AND COMMERCIAL AREAS, THE AMOUNT OF LAND ALLOCATED FOR INDUSTRIAL USE IS BASED ALSO ON POPULATION. FROM THE PLANNING SURVEY, IT WAS FOUND THAT 25% OF THE TOTAL WORKING POPULATION WAS EMPLOYED BY INDUSTRY WITH AGRICULTURAL EMPLOYMENT REPRESENTING 21%, BUSINESS 37%, GOVERNMENT 9% AND 18% RETIRED. THIS INDICATED THAT THE COMMUNITY'S LABOR FORCE IS SUPPORTED HALF BY INDUSTRY AND HALF BY AGRICULTURE. THE INDUSTRIAL LAND NOW USED IS 19.56 ACRES WHICH REPRESENT 5.40% OF THE TOTAL 362 ACRES OF RIPON. THE VACANT INDUSTRIAL LAND REPRESENTS 10.83 ACRES OR 2.98% OF THE TOTAL ACREAGE. THERE IS NOW BEING CONSTRUCTED A PAPER PLANT AND FACILITIES WITH LAND PURCHASED OF 220 ACRES WHICH WILL GREATLY INCREASE THE INDUSTRIAL EMPLOYMENT FORCE. THE CONTINUED IMPACT OF INDUSTRY WHICH RIPON IS RECEIVING NECESSITATES CONSIDERABLE LAND SET ASIDE FOR INDUSTRIAL RESERVE. THIS WILL BE NOTED ON THE GENERAL PLAN. ALSO THERE ARE NO RECOMMENDATIONS TO RESTRICT THE INDUSTRIAL ACTIVITIES ONLY TO RECOMMEND THAT THEY BE PLACED IN THE PROPER LOCATION AS INDICATED ON THE GENERAL PLAN. THE WIND BLOWS SOUTHEAST AWAY FROM THE CITY.

PUBLIC FACILITIES

AS THE CITY BEGINS TO ANNEX MORE RESIDENTIAL AREA AND TO ACQUIRE ADDITIONAL FACILITIES, A DETAILED STUDY WILL HAVE TO BE MADE BY THE CITY ENGINEER AS TO THE ADEQUACY OF THE PRESENT SEWER PLANT, AND THE NECESSARY LAND NEEDED FOR THE EXPANSION OF THE SEWER PLANT. IT IS UNDERSTOOD THAT RIPON'S PRESENT SEWER SYSTEM IS NOW ALMOST AT CAPACITY AND BECAUSE OF THE INDICATED GROWTH TREND THIS MAY BE ONE OF THE CITY'S MAJOR PROJECTS IN THE NEAR FUTURE. THE GENERAL PLAN SHOWS ADDITIONAL 30 ACRES WOULD BE USED.

CITY PARKS

THE PLANNING SURVEY SHOWS THAT 95% OF THOSE INTERVIEWED WERE GREATLY CONCERNED WITH THE NEED FOR RECREATIONAL FACILITIES. THEIR INTERESTS RANGED FROM THE LOCAL RECREATIONAL FACILITIES OF THE NEIGHBORHOOD TYPE, TO THE REGIONAL FACILITIES SUCH AS: GOLF, BOWLING, BASEBALL, PICNICING, HUNTING AND FISHING, SWIMMING AND OTHER WATER SPORTS.

RIPON IS FORTUNATE THAT CASWELL PARK WILL BE WITHIN EASY DRIVING RANGE FOR WEEKEND OUTINGS. AS THE GENERAL PLAN WAS BEING PREPARED, THE CITY HAD TAKEN STEPS TO START A NEIGHBORHOOD PARK APPROXIMATELY 3.2 ACRES, LOCATED IN THE VICINITY OF LOCUST AND FOURTH STREETS. THE LOCAL PUBLIC SCHOOL SYSTEM SHOULD BE COMMENDED FOR THEIR SUMMER-TIME SWIMMING PROGRAM WHICH HAS PROVIDED A MUCH NEEDED RECREATION FOR THE YOUNG PEOPLE OF THE COMMUNITY.

OUR PRESENT DAY SOCIETY IS MUCH CONCERNED WITH HOW TO SPEND OUR LEISURE TIME. INDUSTRIAL MECHANIZATION IS STRIVING TO FURTHER SHORTEN OUR WORKING HOURS AND THUS PROVIDE EVEN MORE LEISURE TIME. OUR FIRST CONCERN SHOULD BE WITH NEIGHBORHOOD RECREATIONAL FACILITIES. GRAMMAR SCHOOL PARK-SITE STANDARDS (WHERE PARK AND PLAYGROUND ARE COORDINATED WITH THE SCHOOL) RECOMMEND 1 ACRE PER 1,000 POPULATION. SINCE BY 1980 THE CALCULATIONS INDICATE THAT THE POPULATION WILL BE OVER 7,000, A PARK OF 7 ACRES WILL BE NEEDED UNLESS THERE ARE TWO PROPOSED GRAMMAR SCHOOL SITES OF $3\frac{1}{2}$ ACRES EACH.

WITH THE CREATION OF NEW RESIDENTIAL AREAS, THE GRAMMAR SCHOOL AND PARK SITES WILL BE THE BASIS OF THESE NEIGHBORHOODS. THE REASON THAT THE PARK SITES SHOULD BE ADJACENT TO THE SCHOOL IS SO THAT THE TAXPAYER WILL NOT HAVE TO PAY FOR DUPLICATE

FACILITIES, AND THE RECREATIONAL FACILITIES AS WELL AS THE BUILDINGS WITH THEIR ALL-PURPOSE ROOMS AND CAFETERIAS CAN BE USED BY ALL THE MEMBERS OF THE COMMUNITY.

THE PLANNING SURVEY SHOWED THAT MANY PERSONS WERE CONCERNED ABOUT THE LACK OF RECREATIONAL FACILITIES FOR TEEN-AGERS. THE PRESENT PARK AT FOURTH AND LOCUST COULD BE EXPANDED INTO MORE GENERAL ACTIVITIES, NOT JUST TENNIS COURTS, CLUBHOUSE, ETC., BUT ALSO TO INCLUDE HORSE-BACK RIDING AND A GOLF COURSE. THESE TYPES OF RECREATIONAL FACILITIES COULD BE DEVELOPED BY PRIVATE ENTERPRISE BY LEASING THE LAND FROM THE CITY. IT WOULD BE NECESSARY FOR THE SUBDIVIDER OF THE ADJACENT NEW RESIDENTIAL AREA TO DONATE THAT PORTION OF LAND NEEDED TO TIE THE PRESENT PARK SITE TO THE SEWER FARM. THEN THE RECREATIONAL FACILITIES COULD BE DEVELOPED FROM THE PRESENT PARK TO THE RIVER FRONT. (SEE GENERAL PLAN)

CITY-WIDE AND REGIONAL PARK STANDARDS ARE 10 ACRE PER 1,000 POPULATION SO IF THE POPULATION BY 1980 IS OVER 7,000, THE AREA NEEDED WOULD BE 70 ACRES. THE CITY WOULD NOT HAVE TO BUY THIS MUCH LAND IF THE RIVER AREA IS USED. PERHAPS TOO, AT A LATER DATE THE STATE MIGHT BE BROUGHT INTO A PROGRAM WITH THE CITY BY DEVELOPING RIVER FRONTS INTO RECREATIONAL AREAS.

PUBLIC HIGH SCHOOL

THE PRESENT PUBLIC HIGH SCHOOL SHOULD BUILD UPON ITS PRESENT FACILITIES BY ADDING 7 ACRES (PLUS) TO ITS PRESENT 22 ACRE SITE. THE PRESENT ENROLLMENT IS NOW 288 STUDENTS AND BY 1980, THIS ENROLLMENT SHOULD BE ABOUT 648 STUDENTS. USING SCHOOL STANDARDS OF 40 ACRES FOR 1,000 STUDENTS, 29 ACRES (PLUS) WOULD BE ADEQUATE FOR 648 STUDENTS.

CHRISTIAN HIGH SCHOOL AND ELEMENTARY SCHOOL

IT IS THE THINKING OF THE EDUCATORS OF THE CHRISTIAN SCHOOLS THAT AS THE POPULATION INCREASES AT THE ELEMENTARY SCHOOL LEVEL, ELEMENTARY SCHOOLS WILL BE BUILT IN THE OUTLYING AREAS. HOWEVER, ON THE HIGH SCHOOL LEVEL, THE STUDENTS WILL REMAIN CONCENTRATED IN THE RIPON AREA.

AT THE PRESENT TIME THE ELEMENTARY SCHOOL ENROLLMENT IS 411 AND THE PROJECTION FOR 1980 IS OVER 1,500 STUDENTS. THE HIGH SCHOOL ENROLLMENT IS AT PRESENT 126 AND THE

PROJECTION FOR 1980 SHOULD REACH BETWEEN 700 AND 800 STUDENTS.

THE PROPOSAL IS THAT THE CENTRAL SCHOOL PLANTS WILL REMAIN IN RIPON PROPER. WHEN THE ENROLLMENT WARRANTS ADDITIONAL SCHOOL FACILITIES, THE PRESENT CHRISTIAN HIGH SCHOOL WILL BE CONVERTED INTO AN ELEMENTARY SCHOOL AND A NEW HIGH SCHOOL WILL BE BUILT. AS NEEDED, ELEMENTARY SCHOOLS WILL BE BUILT IN THE OUTLYING AREAS.

A SITE FOR A NEW CHRISTIAN HIGH SCHOOL IS INDICATED ON THE GENERAL PLAN. THE NEW SITE OF 30 ACRES WILL BE LESS ACREAGE THAN THAT PROPOSED FOR THE PUBLIC HIGH SCHOOL, DUE TO THE FACT THAT THE CHRISTIAN SYSTEM STRESSES ACADEMIC RATHER THAN ACADEMIC-ATHLETIC PARTICIPATION.

CIVIC CENTER

AS HAS BEEN PREVIOUSLY STATED THE LOCATION OF THE CIVIC CENTER IS IN AN IDEAL LOCATION IN RELATIONSHIP TO THE DOWNTOWN AREA. THE CITY SHOULD CONTINUE TO PURCHASE AREAS ADJACENT TO THE EXISTING CIVIC CENTER FOR SUCH FACILITIES AS:

1. ADDITIONAL FACILITIES FOR CITY HALL, COURTS AND CITY JAIL
2. NECESSARY LIBRARY EXPANSION
3. HOSPITAL (WHEN NEEDED)
4. POST OFFICE (WHEN PRESENT OPERATION NEEDS TO EXPAND)
5. ADDITIONAL GOVERNMENT BUILDINGS
6. AUDITORIUM (WHEN NEEDED)

A DETAILED STUDY SHOULD BE MADE IN CONJUNCTION WITH THE DOWNTOWN AREA. NO SINGLE BUILDING SHOULD BE CONSTRUCTED ON THE PROPERTY WITHOUT FIRST DRAWING A MASTER PLAN ON WHICH ALL THE FUTURE BUILDINGS, LANDSCAPING AND PARKING AREAS APPEAR.

CHURCHES

CHURCHES MAY BE LOCATED EITHER ADJACENT TO THE DOWNTOWN AREA OR IN THE RESIDENTIAL AREA. OFF-STREET PARKING FACILITIES ARE MOST IMPORTANT, PARTICULARLY IN THE RESIDENTIAL AREAS, SO THAT NO INCONVENIENCE OR IMPOSITION IS MADE ON THOSE WHO LIVE ADJACENT TO THE CHURCHES. STRICT LANDSCAPING AND DEVELOPMENT STANDARDS SHOULD BE PLACED ON THE CHURCHES SO THAT THEY BECOME INTEGRATED WITH THE ATMOSPHERE OF THE NEIGHBORHOOD.

CIRCULATION

STATE HIGHWAYS

IT IS NOT POSSIBLE TO MOVE THE PRESENT HIGHWAY LOCATION, NOR THE SOUTHERN PACIFIC RAILROAD, THEREFORE, AN INTERCHANGE AND AN OVERPASS SHOULD BE LOCATED TO TAKE CARE OF LOCAL TRAFFIC BETWEEN RIPON AND RIPONA AS WELL AS OFF AND ON TRAFFIC FOR HIGHWAY #99. THIS REPORT RECOMMENDS THE PROPOSED INTERCHANGE BE PLACED AT ABOUT MAIN STREET AND THAT THE EXIT RAMP BE PLACED AT ABOUT FIRST STREET. THE PLACING OF THE EXIT RAMP AT FIRST STREET WOULD HELP THE DOWNTOWN AREA AND WOULD KEEP THE TRUCKS IN THE INDUSTRIAL AREA WHERE THEY BELONG. ALSO IT WOULD SEND THE RESIDENTIAL TRAFFIC TO ITS DESIGNATED AREAS.

THE REPORT ALSO RECOMMENDS THAT AN OVERPASS BE LOCATED JUST NORTH OF OR TO THE REAR OF THE PRESENT HIGH SCHOOL SO THAT THE TRAFFIC CONGESTION WILL NOT BE INVOLVED WITH THE NUMBER OF SCHOOLS IN THE AREA. ALSO HAVING THE OVERPASS AT THIS LOCATION WOULD TIE TO THE TRAFFIC CIRCULATION PATTERN THE FUTURE RESIDENTIAL AREAS. THIS OVERPASS LOCATION WILL ALSO TAKE CARE OF TRAFFIC BETWEEN RIPON AND RIPONA. IF IT BECOMES NECESSARY, SERVICE ROADS SHOULD BE BUILT ON EACH SIDE OF THE HIGHWAY AND RAILROAD RIGHT-OF-WAY TO CONNECT THE INTERCHANGE AND OVERPASS TOGETHER. ALSO, SHOULD IT BE NECESSARY, IN THE FUTURE A FOOT-BRIDGE COULD BE CONSIDERED FOR PEDESTRIAN'S USE IN CROSSING THE FREEWAY AT ABOUT STOCKTON STREET.

CITY CIRCULATION

IF THE GENERAL PLAN IS FOLLOWED CERTAIN PERIMETER STREETS WILL TAKE CARE OF THE TRAFFIC VOLUME BUILDUP FOR THE FUTURE. ONE OF THE MAJOR CONCERNS WOULD BE THE INCREASE OF TRAFFIC ON WEST RIPON ROAD (MAIN STREET) WHEN CASWELL PARK IS IN OPERATION. ALSO THIS CONCERN SHOULD BE OF HOW TO CONTROL TRAFFIC IN AND AROUND THE SCHOOL WHICH HAS BEEN PLACED ON THIS MAJOR STREET.

STREETS

THE STREETS AS PROPOSED IN THE GENERAL PLAN ARE SET UP UNDER SPECIFIC STANDARDS. AS SHOWN ON THE PLAN, THE MAJOR STREETS ARE INTENDED TO CARRY THE GREATEST AMOUNT OF TRAFFIC. THE COLLECTOR STREETS CARRY A LESSER AMOUNT AND THE LOCALS CARRY THE NEIGHBOR-

HOOD TRAFFIC. BY BREAKING DOWN THESE TRAFFIC-WAYS INTO VARIOUS GROUPS IT IS QUITE APPARENT THAT MUCH MONEY CAN BE SAVED THROUGH LESS CONSTRUCTION AND MAINTENANCE COSTS.

WHILE THE PLAN DOES NOT SHOW IN DETAIL HOW MANY STREETS WILL BE NECESSARY, THE RECOMMENDATION BEST FOLLOWED IS FOR 20% TO 25% OF THE TOTAL LAND IN THE AREA BEING NEWLY DEVELOPED TO BE USED FOR STREETS. IN THE OLDER AREAS, STREETS MIGHT BE CUT OFF AND TURNED INTO LOOPS, CUL-DE-SACS MIGHT BE FORMED, AND STILL OTHER ROAD-WAYS MIGHT BE ENTIRELY ABANDONED. DETAILED STUDIES WOULD SHOW JUST WHERE SUCH ACTION MIGHT BE JUSTIFIED.

RAILROADS

THE MAIN SOUTHERN PACIFIC TRACK WILL CONTINUE IN ITS PRESENT LOCATION. ANY ADDITIONAL LAND NEEDED FOR SPURS WILL BE PART OF THE INDUSTRIAL ACREAGE. WHEN THE SERVICE ROAD ADJACENT TO THE RAILROAD TRACK IS IN PLACE, THERE SHOULD BE A PROGRAM BETWEEN THE CITY AND THE SOUTHERN PACIFIC TO LANDSCAPE PART OF THE RIGHT-OF-WAY OWNED BY THE SOUTHERN PACIFIC TO PROVIDE A SOUND BARRIER TO HELP ELIMINATE PART OF THE NOISE. A STRIP PLANTING OF TREES IS OFTEN USED FOR THIS PURPOSE.

IMPLEMENTATION OF THE PLAN

1. IN ORDER TO PUT THE GENERAL PLAN INTO ACTION, MANY STEPS MUST FIRST BE TAKEN. THE FIRST OF THESE CALL FOR MEETINGS OF THE OFFICIAL GOVERNING BODIES IN RIPON. THE PLANNING COMMISSION, THE MAYOR AND THE CITY COUNCIL, THE CHAMBER OF COMMERCE, CITIZEN GROUPS, INDIVIDUALS AND THE PEOPLE INVOLVED IN THE CREATION OF THE PLAN TO REVIEW IT CAREFULLY.

2. THE PLAN MUST BE STUDIED AND AFTER COMMENTS AND CRITICISMS A CERTAIN AMOUNT OF REVISION MAY BE NECESSARY SO THAT THE PLAN REFLECTS THE THINKING OF THE ENTIRE COMMUNITY.

3. THE PLAN IS THEN ADOPTED BY VOTE OF THE CITY COUNCIL AFTER THE PLANNING COMMISSION HAS APPROVED AND RECOMMENDED ITS ADOPTION. AFTER ADOPTION, THE PLAN THEN BECOMES THE OFFICIAL GUIDE FOR THE DEVELOPMENT OF RIPON.

4. WITH THE ADOPTION OF THE PLAN, CERTAIN CITY ORDINANCES BECOME NECESSARY. THESE ORDINANCES ARE A DETAILED ZONING MAP AND A DETAILED ZONING ORDINANCE, A UNIFORM BUILDING CODE, A HOUSING ORDINANCE AND A SUBDIVISION ORDINANCE.

5. ZONING IS THE MAIN IMPLEMENT OF THE PLAN. WITHOUT IT, THE PLAN CANNOT BE TRULY EFFECTIVE AND SO ZONING OF THE AREA SHOULD FOLLOW IMMEDIATELY. ZONING GUIDES THE DEVELOPMENT OF THE COMMERCIAL, INDUSTRIAL AND RESIDENTIAL AREAS. A BUILDING AND HOUSING CODE HELPS TO PREVENT ANY FUTURE SLUMS. A SUBDIVISION ORDINANCE ACTS AS A CONTROL FOR THE DEVELOPMENT OF NEW RESIDENTIAL AREAS AS WELL AS PROTECTS THOSE ALREADY ESTABLISHED BY SETTING GOOD STANDARDS (SUCH AS SET-BACKS, STREET PATTERNS, LOCATION OF PUBLIC FACILITIES, ETC.) FOR THE CREATION OF PLEASANT AND ECONOMICAL NEIGHBORHOODS.

6. THE GENERAL PLAN CREATES AN OVER-ALL PICTURE OF THE CITY AND DOES NOT GO INTO ANY DETAIL OTHER THAN LOCATION OF LARGE AREAS OF VARIOUS USES OF THE LAND AND MAJOR STREETS AND HIGHWAYS. THE GENERAL PLAN CALLS FOR THE DEVELOPMENT OF CERTAIN PRECISE PLANS. THE PRECISE PLANS WOULD INCLUDE SPECIAL DETAILED STUDIES OF THE FOLLOWING:

- (A) A DETAILED ZONING MAP.
- (B) BRING PRESENT ZONING ORDINANCE UP TO DATE WHICH WOULD SET FORTH STANDARDS FOR INDUSTRIAL, COMMERCIAL AND RESIDENTIAL AREAS. THIS COULD BE ACCOMPLISHED BY THE 701 FEDERAL AID TO COMMUNITIES UNDER 50,000, A PROGRAM WHICH MATCHES FUNDS ON A 50-50 BASIS.
- (C) A PRECISE STREET AND HIGHWAY PLAN WHICH WILL INDICATE FUTURE SET-BACKS AND STREET STANDARDS.
- (D) A STUDY OF THE DOWNTOWN COMMERCIAL AREA. A DETAILED SURVEY OF THIS AREA SHOULD TAKE PLACE AND PROPOSALS FOR THE FORMATION OF A SPECIFIC DETAILED PLAN SHOULD BE BROUGHT TO THE BUSINESSMEN. THIS PROGRAM COULD BE ACCOMPLISHED BY AN URBAN RENEWAL PROGRAM OR AN IMPROVEMENT ASSOCIATION PROGRAM.
- (E) A CONTINUATION OF THE PARK SITE STUDIES.
- (F) A STUDY OF THE CITY SEWER FACILITIES. THIS COULD BE CONSIDERED UNDER THE CAPITAL IMPROVEMENT PROGRAM. THIS IS A PROGRAM TO DEVELOP AND MAINTAIN A SCHEDULE OF FUTURE PUBLIC IMPROVEMENTS, USING THE PLAN AS A GUIDE FOR DETERMINING THE TIMING, NEED, LOCATION AND SIZE.
- (G) A STUDY OF LAND RESERVE. RESIDENTIAL AREAS SHOULD BE CAREFULLY CONTROLLED. NOTHING OTHER THAN RESIDENTIAL DEVELOPMENT SHOULD BE ALLOWED TO ESTABLISH ITSELF. AND PREFERABLY, THE AREA SHOULD BE HELD IN AGRICULTURE UNTIL SUCH TIME AS DEVELOPMENT IS NECESSARY.

7. A GENERAL PLAN IS CONCERNED WITH TWO ELEMENTS: THE PRESENT AND THE FUTURE. THE CONCERN OF THE FUTURE IS EXPRESSED THROUGH PROJECTIONS, RECOMMENDATIONS AND THE BASIC PRINCIPLES UNDERLYING THEM. TO BE EFFECTIVE, THE PLAN MUST BE SUPPORTED BY THE

PUBLIC AND EXECUTED BY THEIR REPRESENTATIVES, THE PLANNING COMMISSIONERS AND THE COUNCILMEN, USING THE TOOLS WHICH ARE DESIGNED TO IMPROVE EXISTING CONDITIONS AND TO PROMOTE ORDERLY GROWTH.

STREETS - RECOMMENDATIONS

1. JACKTONE ROAD, NOW A COUNTY ROAD, SHOULD BE AT LEAST 100' RIGHT-OF-WAY SINCE IT RUNS ALONG THE WESTSIDE OF SAN JOAQUIN VALLEY FROM THE NORTH TO RIPON. 64' OF PAVEMENT WILL TAKE CARE OF THE 20 YEAR NEEDS, PLUS 20' FOR SIDEWALKS IN URBAN AREAS. THE ADDED RIGHT-OF-WAY BETWEEN THE PAVEMENT AND THE PROPERTY LINE WOULD BE USED FOR DRAINAGE AND SHOULDERS.
2. WILMA AVENUE SHOULD BE 64' PAVEMENT AND 10' SIDEWALK AREA ON BOTH SIDES FOR 84' RIGHT-OF-WAY.
3. SINCE SIXTH STREET IS ABOUT $\frac{1}{2}$ MILE FROM MAIN STREET, IT WOULD BE DESIRABLE TO HAVE AT LEAST, 84' RIGHT-OF-WAY. THIS WOULD ACT AS A MAJOR STREET IN THE FUTURE GROWTH.
4. THE OFF-RAMP OF THE INTERCHANGE BE PLACED AT FIRST STREET. THIS WOULD BE PREFERABLE TO SECOND STREET AND WOULD NOT POSE A THREAT TO THE NEIGHBORHOOD THAT SECOND STREET DOES. A PARKING DISTRICT COULD BE CREATED ADJACENT TO FIRST STREET.

STREET AND HIGHWAY STANDARDS

	<u>RIGHT OF WAY</u>	
STATE HIGHWAY - 4 LANE DIVIDED	142'	MINIMUM
STATE HIGHWAY - 6 LANE DIVIDED	166'	MINIMUM

	<u>RIGHT OF WAY</u>	<u>PROPOSED PAVING</u>
INTER-COUNTY ROAD	100'	64'
MAJOR STREET	84'	64'
COLLECTOR STREET	60'	40'
LOCAL STREET	56'	36'
	60'	40'

C K N O W L E D G E M E N T

PRECATION IS EXPRESSED TO THE LEGISLATIVE BODIES OF RIPON AND SAN JOAQUIN COUNTY AND THEIR RESPECTIVE PLANNING COMMISSIONS, THE GOVERNMENTAL AGENCIES OF BOTH CITY AND COUNTY, SCHOOL ADMINISTRATION OFFICIALS, CHAMBER OF COMMERCE, LOCAL NEWSPAPERS, STATE HIGHWAY OFFICIALS, PACIFIC GAS AND ELECTRIC COMPANY AND TO ALL THOSE INTERESTED CITIZENS WHO GAVE ASSISTANCE, BOTH PRIVATELY AND PROFESSIONALLY IN THE DEVELOPMENT OF THE GENERAL PLAN.

R I P O N C I T Y O F F I C I A L S :

RHARD VANDER BEEK, MAYOR

ARLES J. FRIEDMAN, VICE MAYOR

RARD FONDSE, RAY W. POPE, PAUL J. MANGELOS, COUNCILMEN

THUR N. CLEMENS, CITY ADMINISTRATOR

R I P O N P L A N N I N G C O M M I S S I O N :

ITA BOONE, CHAIRMAN

ERNARD A. WEVER, VICE CHAIRMAN

HN A. THIEMANN, HANS MADSEN, ALLEN L. BUGBEE, WILLIAM H. ECKHOFF, REASE W. DOAK,
ARLES J. FRIEDMAN, EX-OFFICIO, PAUL J. MANGELOS, EX-OFFICIO

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